

# In the Pines

An Atlas of Michigan Logging Railroads

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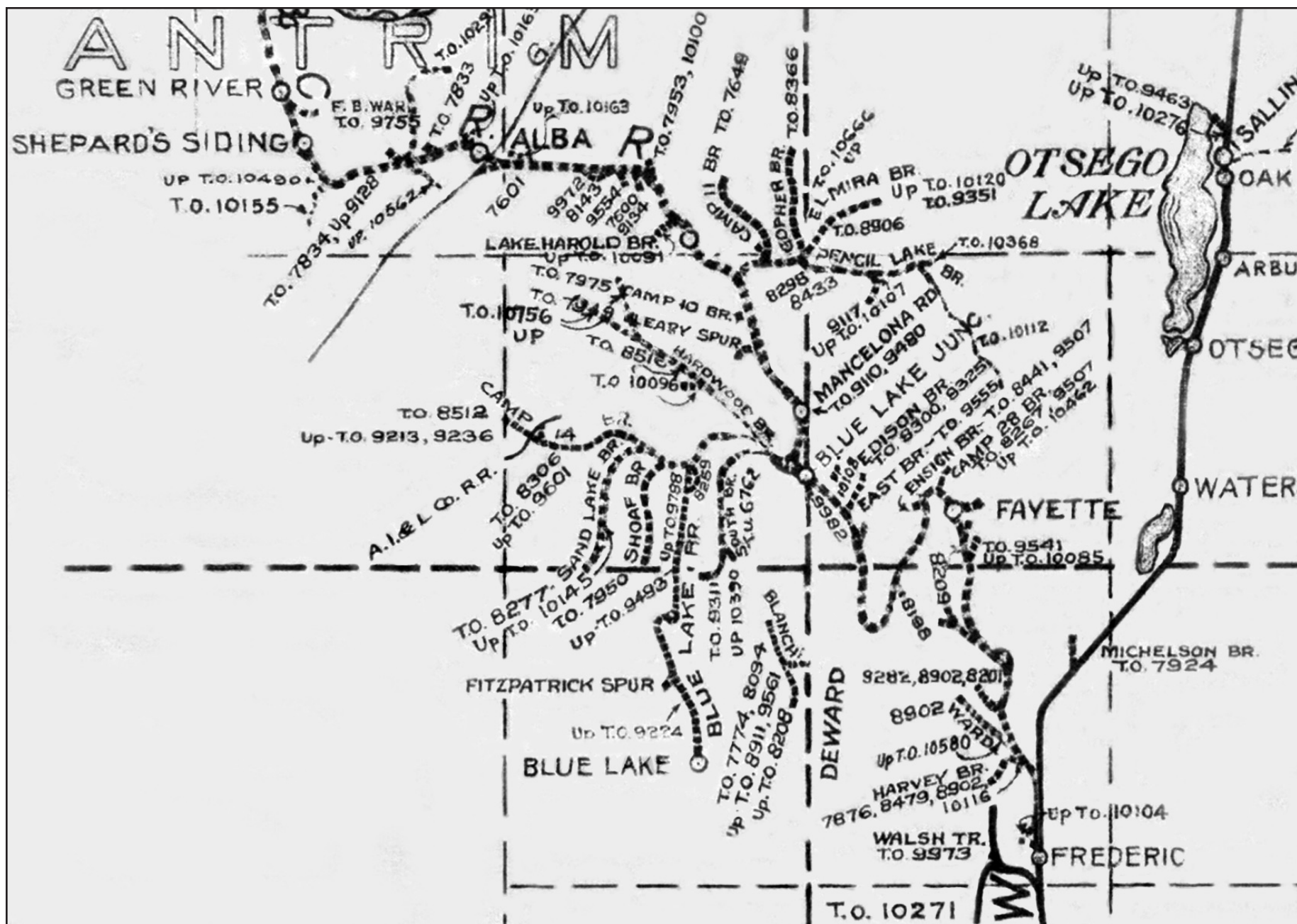
by James S. Hannum, M.D.

Illustrated by Carol B. Hannum









Part of 1911-1927 Michigan Central Railroad Map of the Mackinaw Division and Branches



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Carol Bateman Hannum



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**In the Pines**  
**An Atlas of Michigan Logging Railroads**

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Cover illustration: circa 1900 view north toward the station at Henry, Michigan

Map in Front End Papers: part of East Jordan Branch of the Michigan Central Railroad from 1911-1927 *M. C. R. R. Mackinaw Division and Branches*, courtesy of James Harlow and the Bentley Historical Library, University of Michigan - Ann Arbor, Michigan

Illustration in Back End Papers: View east toward the Grand Rapids & Indiana Railroad Station at Bay View, Michigan, by Carol Bateman Hannum



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# Preface

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This book complements and augments the store of knowledge currently available on the subject of Michigan's abandoned railroads. By design, the work is limited to Michigan's pine belt, in the northern half of the Lower Peninsula. In the late 1800s, logging railroads were densely concentrated in that locale. Restricting the scope of the book to that region results in a volume of manageable size. Mapping is done on a scale which allows fairly precise location of long-forgotten grades. Gathering the maps of five regional railroads, five local railroads, and twenty-six counties into one place, the book provides a concise reference for locating many of the old railways in this part of Michigan.

James S. Hannum, M.D.



# Introduction

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Knowledge of the preparation and organization of this book will increase its utility. My primary goal as I gathered material for the project was to be able to map the logging railroads in the northern half of Michigan's Lower Peninsula. Harvesting pine in this region was the initial, and often the only purpose for construction of the majority of these lines. Logging by rail began in the second half of the 1870s. A number of years later, as the supply of pine diminished, hardwoods were cut and used to manufacture flooring and furniture. Toward the end of the era of railroad logging in Michigan, wood which previously had been considered waste was gathered and utilized as furnace fuel for smelting iron.

Generally, northern Michigan was less suitable for productive agriculture than counties farther south. Consequently, the logging railroads constructed in the north country were often transient, leaving few permanent marks on either local history or the landscape. Segments of many of these lines can only be located, in a general way, by use of maps from that time period. Unfortunately, there is often little or no record of exactly where the tracks were located. This book attempts to provide a more precise idea of the position occupied by those abandoned grades.

Chapters 1 through 5 are devoted to statewide common-carrier railroads. They provide a framework into which the many smaller lines can be interwoven. These carriers are the Ann Arbor Railroad, Detroit & Mackinac Railway, Grand Rapids & Indiana Railroad, Michigan Central Railroad, and the Pere Marquette Railroad. Several other railways were considered for inclusion in this grouping, including the Au Sable & Northwestern Railroad, the Boyne City, Gaylord & Alpena Railroad, the Manistee & Northeastern Rail Road, the Manistee & Luther Railroad, and the Manistee & Grand Rapids Railroad. However, those lines seemed not quite large enough to have had a

significant statewide influence. They are treated as local lines and the map appearing at the beginning of Chapter 6 shows all of their routes.

The remaining twenty-six chapters, each covering a single county, describe the railroads found primarily within that particular geographic area. If a line extended into more than one county, its description will be found in the chapter from which its main operation was conducted. The color designating a particular railroad is the same in all chapters in which it appears.

The map located at the beginning of Chapters 9 through 35 includes all railroad grades that have been identified with reasonable certainty. Because the number of individually distinct colors is limited, there are instances in which the same color is used to designate two different railroads that crossed each other. In such a case, an attempt has been made to indicate that these were not the same railroad.

It should be noted that a continuous colored line on a map signifies only that a grade existed there; it does not necessarily indicate what entity constructed it. In a few instances, there may be a question as to whether the right-of-way was even used at all. Such is the case for the Grayling & Charlevoix Railroad grade, between Grayling and Blue Lake Junction (see pages 104-107 in Chapter 17). In addition, a dotted colored line represents uncertainty about the exact location of a grade.

Names of railroads are abbreviated frequently in descriptions and on maps. A key to those abbreviations begins on page 247. The final portion of each chapter is reserved for discussion of lines that are thought to have existed, but for which no plausible location has been determined.

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The base map used for the first six chapters is part of the 1926 US Geological Service Topographical Index Map of Michigan. In the year 2015, it could be accessed at [www.lib.utexas.edu/maps/topo/indexes/txu-pclmaps-topo-mi-index-1926.jpg](http://www.lib.utexas.edu/maps/topo/indexes/txu-pclmaps-topo-mi-index-1926.jpg). The background maps for the twenty-six individual counties come from the atlas *Michigan Department of Conservation Maps 1954*, which is listed in the bibliography. Those maps reveal many abandoned railroad grades, relying in part on base maps produced for various counties in the 1930s. Unfortunately, the 1954 maps usually did not label abandoned rights-of-way with information about the entity that built or operated them.

We are fortunate, in the twenty-first century, to have several online sources for historical Michigan maps. They include: the map collection of the University of Alabama, at <http://alabamamaps.ua.edu/index.html>; the Perry-Castaneda Library Map Collection of the University of Texas, at <http://www.lib.utexas.edu/maps/>; maps offered for sale by Murray Hudson, at <https://www.antiquemapsandglobes.com/index.php>; and maps sold by David Rumsey, at <http://www.davidrumsey.com/view/atlases>.

Older topographical maps of Michigan, many of which show abandoned railroad grades, can be viewed and downloaded at: <http://nationalmap.gov/historical/>.

Circa 1938 aerial photographs of all the Michigan counties included in this book are available at the Michigan State University Remote Sensing & GIS Aerial Imagery Archive, in the Geography Building at East Lansing, Michigan. More recent aerial photographs from 1992 and 1998,

(exhibiting significantly higher resolution than the 1938 images) are available from the Michigan Department of Natural Resources, at [http://www.michigan.gov/dnr/0,1607,7-153-10371\\_14546-30211--,00.html#1998-1992aerials](http://www.michigan.gov/dnr/0,1607,7-153-10371_14546-30211--,00.html#1998-1992aerials). Remarkably, these photographs from the 1990s often show abandoned grades that cannot be visualized with the 1938 images. Frequently, this is due to the newer photographs being purposefully obtained during the time of year when trees are without leaves.

Two invaluable, non-cartographical references are also available via the internet: the yearly Annual Report of the Michigan Railroad Commission for the years 1872-1918, at <http://catalog.hathitrust.org/Record/003931269>; and the 1919 book *Aids, Gifts, Grants and Donations to Railroads Including Outline of Development and Succession in Titles to Railroads in Michigan*, at <http://babel.hathitrust.org/cgi/pt?id=mdp.39015071264181;view=1up;seq=7>.

No list of historical resources would be complete without mentioning the exhaustive treatment devoted to the topic of Michigan railroads by Graydon M. Meints, Forrest B. Meek, and Carl J. Bajema. Works by those authors can be found in the Bibliography. Others who have contributed information, valuable insight, and mapping for this project include Andy Coulson, Mike Delaney, Maurice Eby, Heather Edwards, Ren Farley, Murry Hammond, James H. Harlow, John D. Klumpp, Herman Lunden Miller, Jon Ringelberg, Norman Somers, Kevin Springsteen, and Gail and Al Vanderbrink. In addition, James H. Harlow provided valuable editorial assistance.





Ann Arbor Railroad



# Ann Arbor Railroad

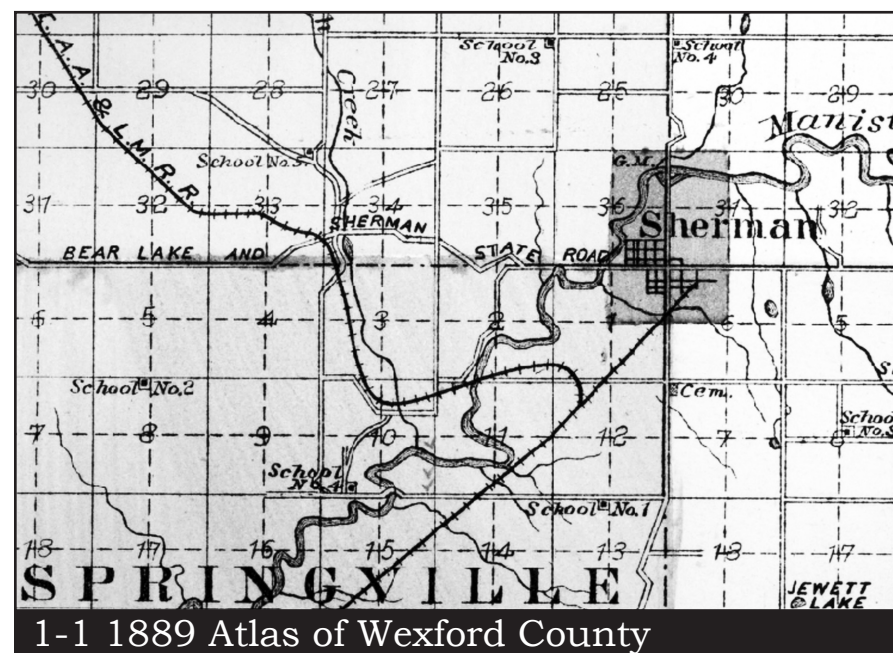
Compared to Michigan's other major common carrier railways, the Ann Arbor Railroad (AA) was a relatively late arrival to the northern part of the Lower Peninsula. When its continuous right-of-way between Toledo and Frankfort opened in 1889, access to much of the choice pine timberland of that region had already been secured by other lines. In addition, the AA received no public lands which could be sold to support its construction. These facts made it prudent for the new railroad to concentrate on completion of its mainline, and the promotion of traffic across Lake Michigan.

As a result, the AA built few branch lines; mostly it relied on other enterprises to construct their own connecting rights-of-way. Nonetheless, four branches or spurs can be identified.

The 1.5 mile Ross Mill Spur was constructed in Clare County. It served the Ross Manufacturing Company and was installed in 1890. Located approximately 2.5 miles west of Temple, Michigan, it was on the south side of the mainline. This spur was removed in 1897.

At Cadillac, the 1.3 mile Diggins Mill Spur was likewise placed in 1890 and pulled up in 1897. Fred A. Diggins (brother of Delos Diggins) operated a lumber mill at Sunnyside, along the south shore of Lake Cadillac. That venture closed in 1897, and Diggins subsequently joined with Joseph Murphy in the firm of Murphy & Diggins. A map of this particular spur has not been located. However, it most likely would have left the AA mainline immediately west of the Grand Rapids & Indiana Railroad (GR&I) crossing at Cadillac and travelled southwest to the mill, lying between Lake Cadillac and the GR&I mainline.

When the AA mainline between Cadillac and Copemish was constructed, a spur to the village of Sherman was proposed. It was to have originated at the current location of Mesick. The spur appeared in the 1889 *Atlas of Wexford County*, part of which is reproduced in Figure 1-1. The residents of Sherman desired access to a railroad and were disappointed when the mainline bypassed their town. Wheeler's 1903 *History of Wexford County* reported ". . . the proposed 'spur' was never built, although it has appeared



on the county atlas for the last twelve years." Further confusing the situation, the AA station at Mesick was identified as "Sherman" until 1895, when the map published in that year's *Michigan Manual* finally labeled it as Mesick Station. Figure 1-2, courtesy of the Mesick Museum, must be a pre-1895 photograph of the depot there, for the sign on the building reads "Sherman."

Wheeler's book also noted that northwest of Mesick, on the west side of the Manistee River, a spur was built in 1897 which served West Sherman, a place sometimes called Claggettsville. The spur was constructed by the people of West Sherman and then handed over to the railroad. It gave access to Claggett's mill. Later, that area would become Glengarry. Sometime before 1908, the spur was leased by the Manistee & Northeastern Rail Road (M&NE) and used as part of that company's River Branch.



1-2 Pre-1895 Photograph of Mesick Station



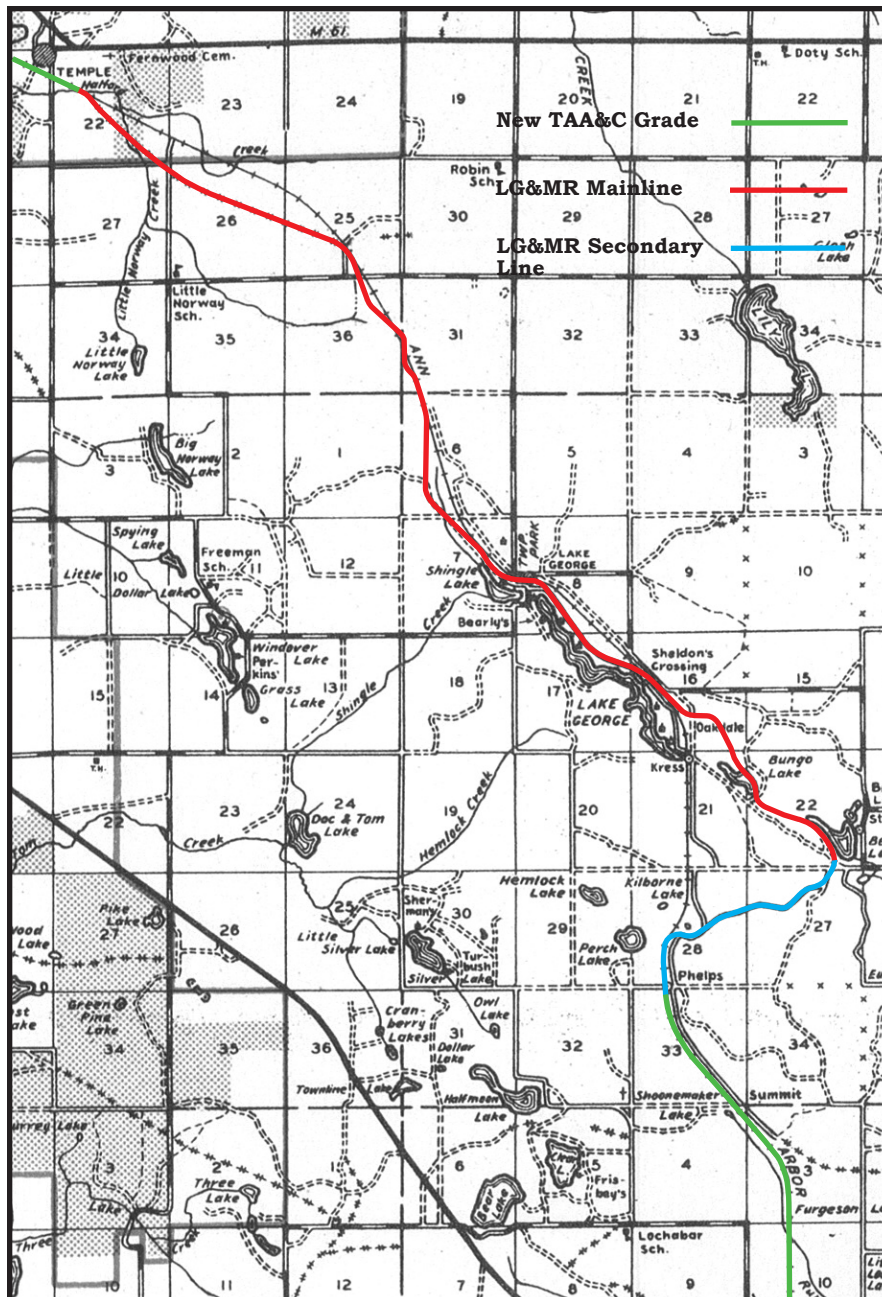
1-3 1891 Map of the AA from Poor's Manual

Copemish, in northeastern Manistee County, was a place where the M&NE mainline crossed the AA. It was also the eastern terminal for the Arcadia & Betsey River Railroad. In the early 1890s, the relationship that these lines would have to each other was still undetermined. The AA had not yet absorbed the Frankfort & Southeastern Railroad, and the AA was also hoping to gain control of the M&NE. Figure 1-3 is part of the map of the AA system that appeared in the 1891 edition of Poor's Manual of Railroads. Clearly, the AA envisioned a close relationship with the M&NE, if not outright control.

Henry Burger is a recognized AA historian who has made an extensive study of James Ashley, who guided the AA while it was being extended into the northern part of the Lower Peninsula. In personal correspondence, Burger relates that Ashley, in an effort to induce the M&NE to become part of the AA, formulated a plan to construct an AA grade from Copemish to Henry. However, the AA never began operating over that right-of-way. When the Arcadia & Betsey River Railway (A&BR) was extended from Henry to Copemish in 1896, it used this AA grade. Evidently the rails and fastenings used on that right-of-way belonged to the AA, for they were returned to that railroad when that part of the A&BR was abandoned in 1918.

The AA was built in such haste that much of it needed reengineering to allow efficient operation. In the region considered by this book, the largest undertaking of this sort was in Clare County. There, at the time of construction, a segment of the former Lake George & Muskegon River Railroad (LG&MR) was merely connected with the AA's newly built rights-of-way to the north and south. This required widening the LG&MR grade to standard gauge, but reduced construction costs significantly. Figure 1-4 illustrates that portion of the AA's course through Clare County; it was used until about 1894, when a reconfigured mainline through that part of the county went into service.

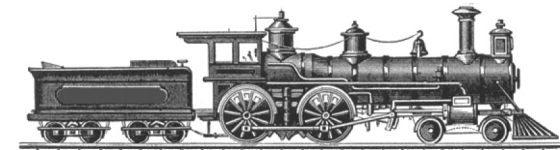




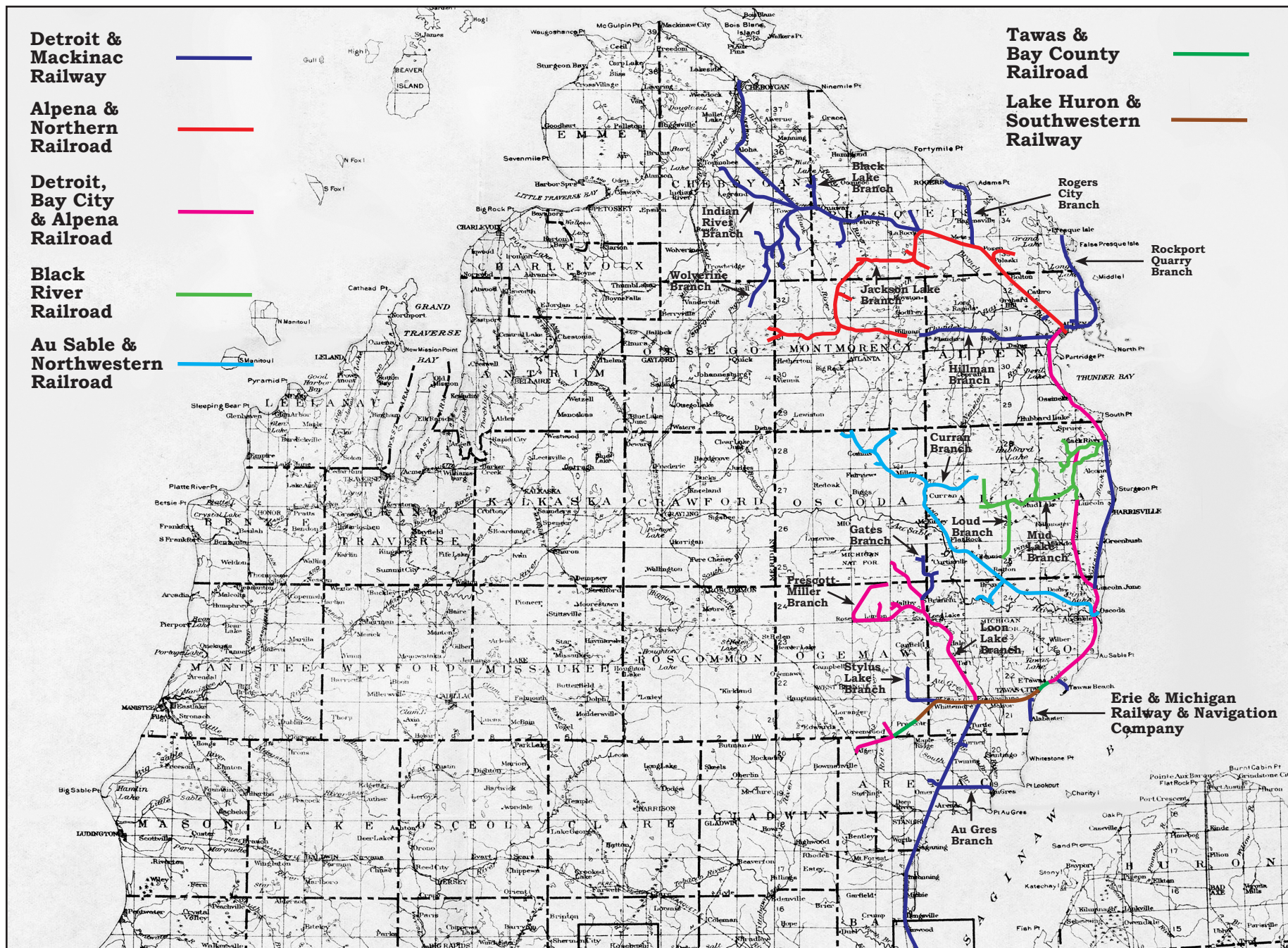
1-4 Pre-1894 AA Route through Clare County

A similar project took place near the northern part of the border between Wexford and Manistee Counties. Two miles of the original mainline were replaced in 1897 by a new grade that passed through Harlan.

Ironically, the proportion of former AA right-of-way that is still being used, in the twenty-first century, is much greater than that of most of the line's larger competitors from a century ago.







Detroit & Mackinac Railway and Predecessors



## Detroit & Mackinac Railway

The Detroit & Mackinac Railway (D&M) was formed by a gradual process which brought together several preexisting railroads. The D&M was incorporated on 17 December 1894 by reorganization of the Detroit, Bay City & Alpena Railroad (DBC&A). The newly named line extended from Bay City to Alpena. Ironically, neither the Detroit & Mackinac nor any of its predecessors ever entered Detroit.

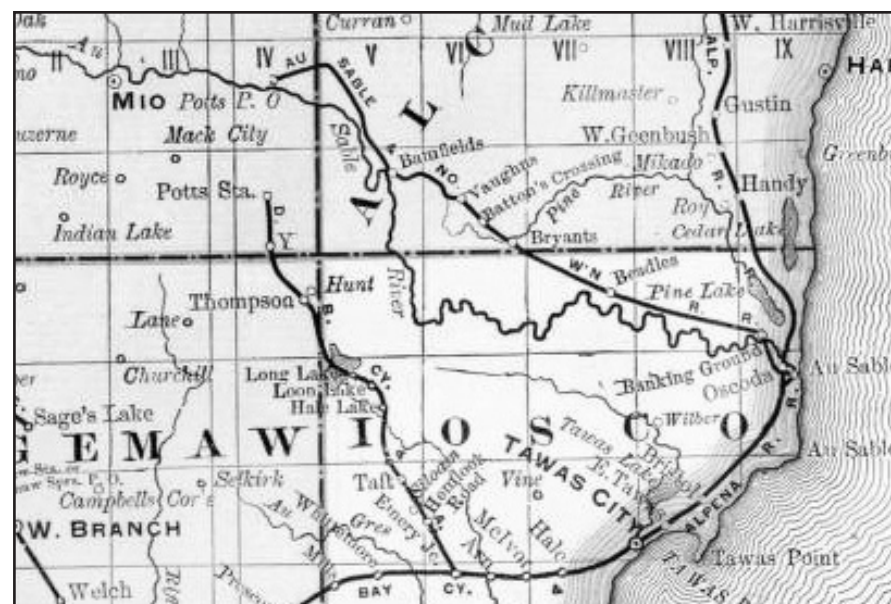
Between 1878 and 1894, the amalgamation of several smaller railroads created the D&M. Both of the earliest predecessor lines were built in 1878: the Lake Huron & Southwestern Railway, and the Black River Railroad (which was controlled by Alger, Smith & Company).

The Lake Huron & Southwestern Railway used a gauge of 38 inches. It operated in Iosco and Ogemaw Counties, between Tawas City and Prescott. Evidently it became insolvent, for it was sold at foreclosure, on 4 October 1879, to its former President, Charles H. Prescott.

Prescott resold it 12 February 1880 to the Tawas & Bay County Railroad (T&BC). The T&BC planned to extend itself westward to a junction with the Michigan Central Railroad. Shortly thereafter, on 17 January 1881, the Bay City & Alpena Railroad (BC&A) was incorporated. Its charter called for it to operate between its two namesake cities; to do so, it purchased the T&BC on 11 July 1882.

The DBC&A was incorporated 31 March 1883. It owned and reorganized the BC&A. The 1887-1891 annual reports of the Michigan Railroad Commission suggest that from 1887 until 1890, a place called Potts Station (located on the Potts Logging Railway) was the northern terminal of the DBC&A's Loon Lake Branch. Potts Station, in Oscoda County, was located in Section 13 of Township 25 North, Range 3 East. In the south, the origin of the Loon Lake Branch was in Iosco County, at Emery Junction.

Potts Station should not be confused with the village of Potts (later renamed McKinley), which was situated farther north in Oscoda County. These relationships are visible in Figure 2-1, which comes from Rand, McNally & Company's 1888 *Michigan*. Although the Potts



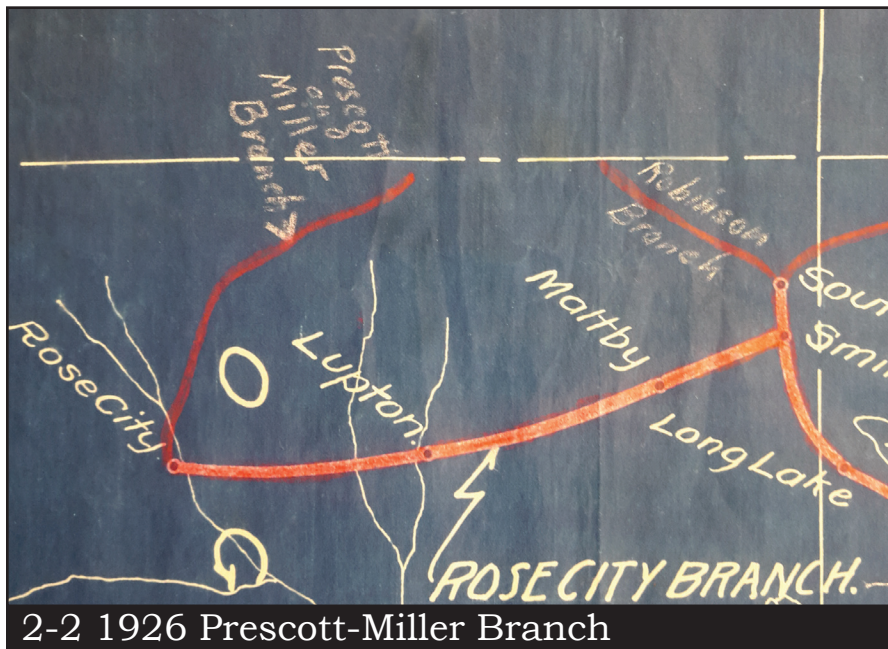
2-1 1888 *Michigan* from Rand, McNally & Co.

Logging Railway does not appear on this map, its headquarters were at the village of Potts; that logging railroad passed through Potts Station, which was its junction point with the Loon Lake Branch. By the end of 1890, the DBC&A's Loon Lake Branch had been pulled up as far south as the village of South Branch in Ogemaw County. At that time, most maps labeled what is now South Branch as Thompson Station. In the twentieth century, the abandoned roadbed between South Branch and Potts Station was reused by the Robinson Lumber Company.

Construction of the Loon Lake Branch began in 1886 and after the portion north of South Branch was abandoned, the residual right-of-way became part of the DBC&A's Rose City Branch. Service to Rose City commenced in 1893. Later, the D&M built its Prescott-Miller Branch, which originated at Rose City and led northeast. The

Prescott-Miller Branch is visible in Figure 2-2, which is part of a 1926 map of the D&M from the Bentley Historical Library. By the time the map was published, the Prescott-Miller Branch had been abandoned.

The 1887-1891 Michigan Railroad Commission reports suggest that in 1887, the Mud Lake Branch of the DBC&A was intended to reach as far west in Oscoda County as the village of Potts. The branch was described as 45.31 miles in length, reaching from Mud Lake Junction (later called Hawes) in Alcona County, to Potts (the village). With mileage enumerated that precisely, it's likely that a survey of such a right-of-way was made as far west as Potts. But the annual report from 1888 noted that the western terminus of the Mud Lake Branch was at Mud Lake, and the branch was only 18.44 miles long. It seems likely that construction of the entire surveyed Mud Lake Branch was not completed, perhaps because the Potts Logging Railway had recently announced plans to build its own line from the village of Potts to Au Sable.



The Black River Railroad was a substantial line in Alcona County. It was twenty-five miles long in 1884. The DBC&A acquired it 17 May 1886. The Black River Railroad used a gauge of 42 inches, while the DBC&A used rails 38 inches apart. That incompatibility was resolved by converting the entire railroad to standard gauge. By 20 September 1886, the DBC&A was operating between Alger and Alpena.

The DBC&A entered receivership 1 October 1893, in the midst of the Panic of '93. It emerged 8 November 1894 as the D&M. The southern terminal of the railroad remained at Alger through 1895.

The D&M underwent steady expansion after 1894. The Alpena & Northern Railroad (A&N) was made a part of it in April of 1895. The A&N had been built north from Alpena, in 1893, to LaRoque (also known as Hawks) in Presque Isle County. From LaRoque, newly constructed track led southwest, past Valentine Lake in Montmorency County and then west, into Otsego County.

The D&M extended its mainline from LaRoque to Onaway in 1898 and from Onaway to Tower (in Cheboygan County) in 1900. The company's 1901 annual report described Tower: "From this point the Detroit & Mackinac Railway has two branches, one known as the Cleveland branch having been built to enable the Cleveland Saw Mill & Lumber Company to take out a large quantity of timber, and the Indian River branch. The latter is now being extended seven miles and a half to reach forest products which will come out over this road. The main line of the railway stops here for the present, but will ultimately be extended to Cheboygan, and the Indian River branch may yet be extended to Petoskey."

From Tower, the mainline was built through Inverness, reaching Cheboygan in 1904. In the south, the D&M finally reached Bay City 20 September 1896.

Various branches and logging spurs were added and removed over time. The following is not intended to be a complete list of all D&M branches. Michigan Railroad Lines reports that a branch to Alabaster, in Iosco County, was constructed in 1897. It was leased to the Erie & Michigan Railway & Navigation Company in 1907. The Port Gypsum Spur came off of this branch. Figure 2-3, from the 1903 Plat Book of Iosco County, displays the track plan at Alabaster.



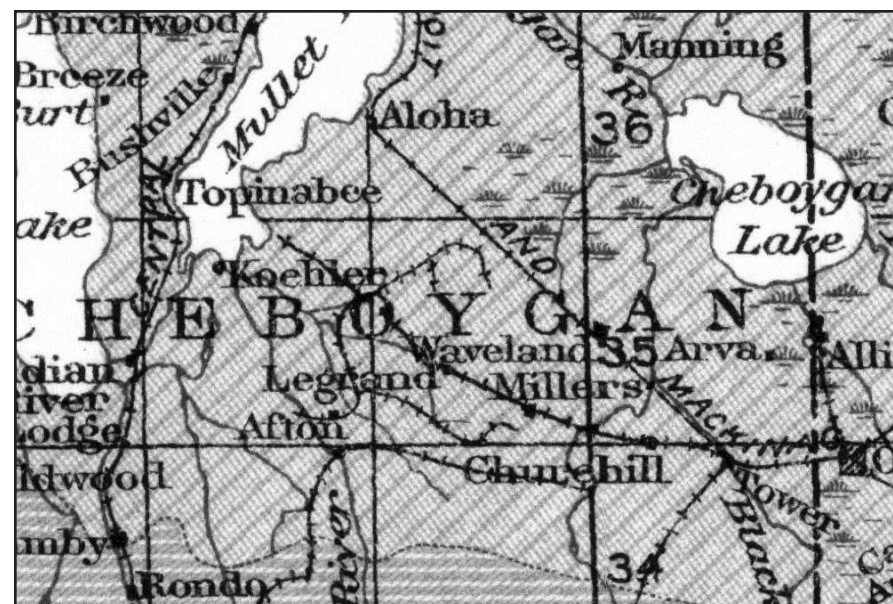


2-3 1903 Track Plan at Alabaster

The Stylus Lake Branch originated at Mills (also known as Nisbet) in Section 6 of Burleigh Township, in Iosco County. It first traveled west and then turned north in Ogemaw County to reach Stylus Lake. This branch existed in 1898 but had disappeared when the 1903 Plat Book of Iosco County was published.

Extensions of the Indian River Branch occurred during 1901 and 1902. A 1.8 mile lengthening, mentioned in the railroad's 1904 annual report, indicates that this branch had reached the "Mullet Lake Gravel Pit." Figure 2-4, from Allen's 1916 *Map of Michigan*, shows the route of the Indian River Branch, from Tower to Mullet Lake.

At some point in time, the Wolverine Branch reached down into Otsego County from its origin in Cheboygan County. It is displayed in Figure 2-5, which is another part of the Bentley Historical Library's 1926 map of the D&M. The Tubbs Branch and the Ward Branch, both in Presque Isle County, are also visible on that map. The Kimball Branch, likewise in Presque Isle County, is represented in Figure 2-6, another part of the 1926 map.



2-4 1916 Allen's *Map of Michigan*

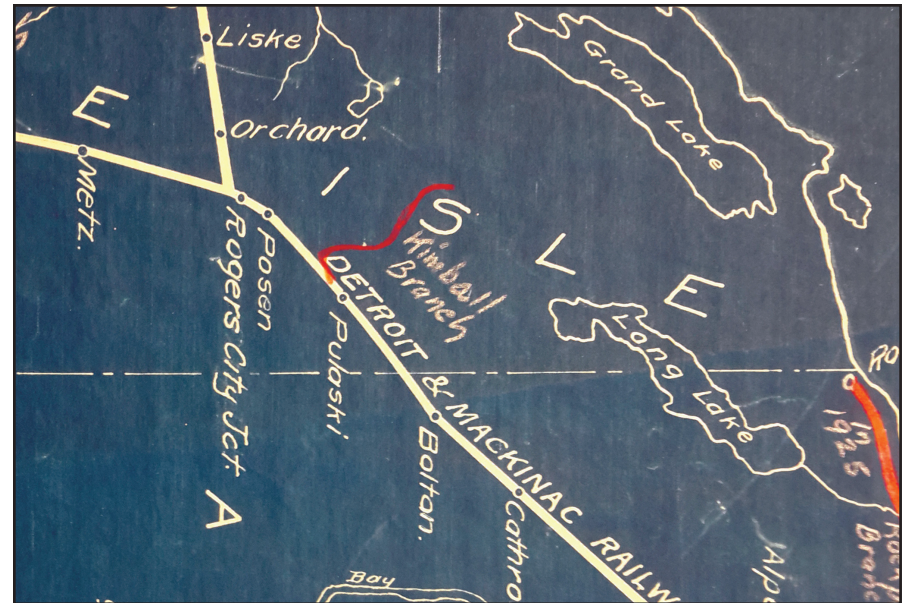
The Detroit & Mackinac Railway Company's annual report for the year ending 30 June 1900 indicates that the S. G. M. Gates Branch had been placed in service, with its origin at South Branch. It was lengthened between 1902 and 1903, and about half of it was removed between 1910 and 1911. When the remaining portion was abandoned has not been determined. The branch headed northeast from South Branch, entered the northwest corner of Iosco County, and terminated farther north, in the southeast corner of Oscoda County.

In 1908, the railroad originated a branch at Hillman Junction, near Alpena. This track reached Hillman in 1909. A branch to Rogers City was installed in 1911.

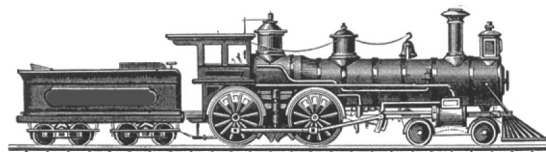
The D&M leased the Au Sable & Northwestern Railway on 1 June 1912, and bought it outright 1 June 1914. The map on page 5 shows only the part of that line which was acquired by the D&M.



2-5 1926 Wolverine, Tubbs and Ward Branches



2-6 1926 Kimball Branch





# 3

## Grand Rapids & Indiana Railroad

The Grand Rapids & Indiana Railroad (GR&I) is one of my favorite historical Michigan railroads. In the 1950s I spent summers at Bay View, where passenger and freight trains were occasionally seen. Now, the tracks there are just a memory.

The GR&I was constructed from south to north. The mainline reached Petoskey in May of 1874, Bay View in August, 1876, and Mackinaw City in July, 1882. Even before the GR&I reached Petoskey, the Traverse City Rail Road (a subsidiary) went into operation. It began running in December of 1872 between Walton Junction, on the GR&I mainline, and Traverse City. The Traverse City Rail Road was absorbed into its parent company on 11 June 1917.

Some of the branch lines in the territory mapped on page 11 will be described in order, from south to north. Frequently, this is not the same sequence in which they were built. The Ludington Branch originated at Stimson's Junction in Mecosta County, immediately north of Big Rapids. Constructed in 1890, it was 8.92 miles long and passed through a settlement called Stimson on the way to Vincent. This branch never reached Ludington. The 1897 Annual Report of the GR&I noted that the branch had been reduced in length to 5.84 miles and terminated that year at Merrits. In the 1900 report, the rest of the Ludington Branch was gone. Despite that, the branch still appeared in the 1902 map of Michigan published in the Plat Book of Cheboygan County, Michigan, part of which is reproduced in Figure 3-1.

Similar to the Ludington Branch, the Manistee Branch failed to reach its namesake city. It originated at Milton Junction in Osceola County. Opening in 1882, it stretched 14.51 miles west into Lake County, passing through Luther, and terminating at Carey. Figure 3-2, part of the 1900 *Map of Lake County, Michigan*, shows the location of the GR&I depot on the south side of Luther.

Haak's Spur originated from the Manistee Branch on the northwest side of Luther. The GR&I's Valuation Report indicates that this 4.09-mile track was installed in 1891. It led to Haak's sawmill, northwest of Luther. In 1896, when the newly constructed mainline



3-1 1902 Map Showing the Ludington Branch

of the Manistee & Grand Rapids Railroad crossed Haak's Spur, the diamond was reported to be in Section 13 of Newkirk Township (Township 19 North, Range 12 West). The location is visible on page 55, in Figure 8-23.

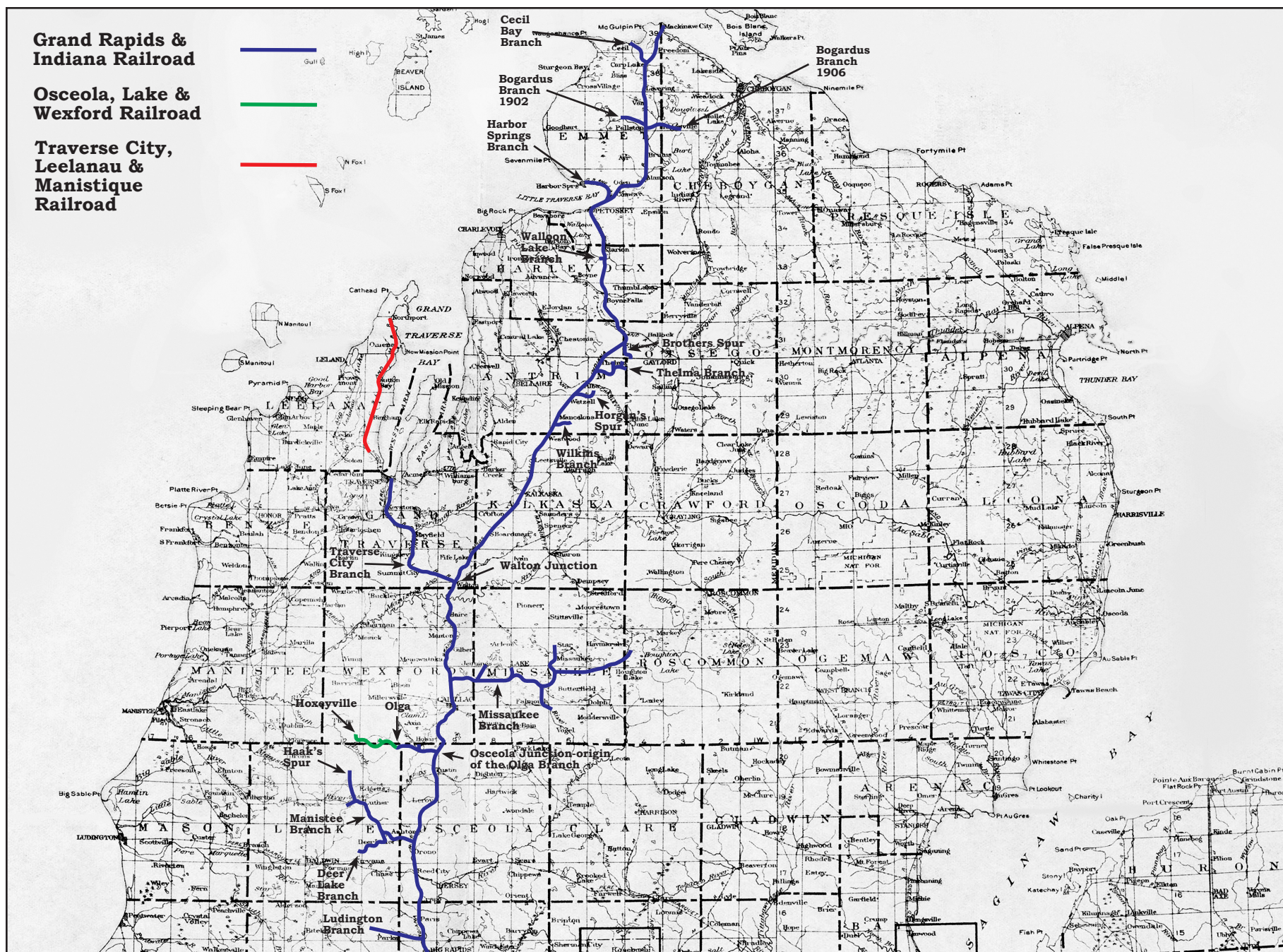
The western terminal of the Manistee Branch, Carey, was previously known as Copley's Mill. It was located on the South Branch of the Manistee River. There, in addition to a sawmill, E. J. Copley ran a general store. Commencing in 1884, Copley also operated a 2.5-mile, narrow gauge logging railroad which ended on the river, at the log pond associated with the Copley sawmill. Around the mill, the village of Carey (later called Careyville and more recently Carrieville) grew up. Carey was also the place where the earliest grade of the Manistee & Luther Railroad crossed the Manistee Branch of the GR&I.



**Grand Rapids &  
Indiana Railroad**

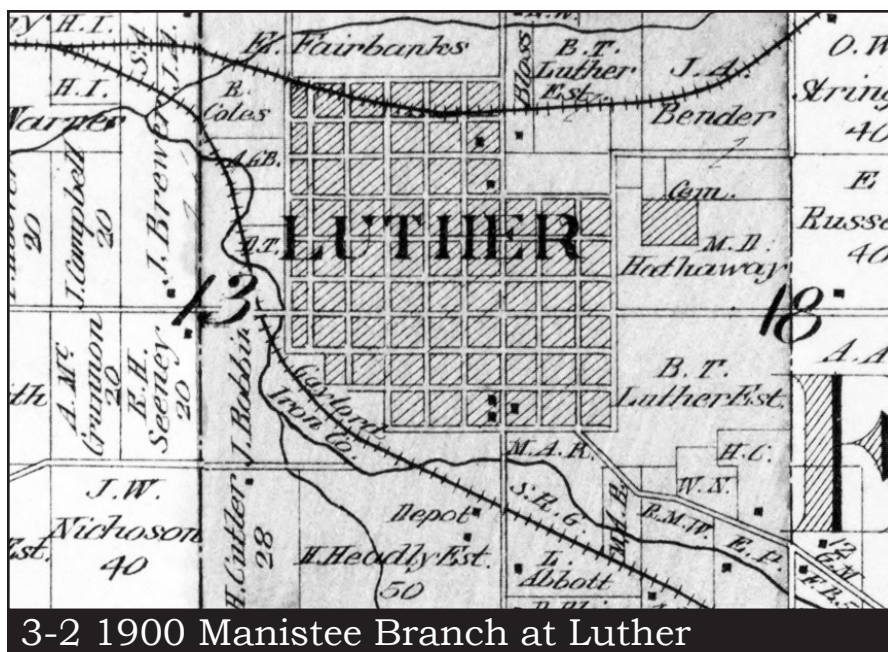
**Osceola, Lake &  
Wexford Railroad**

**Traverse City,  
Leelanau &  
Manistique  
Railroad**



Grand Rapids & Indiana Railroad and Affiliated Lines





A somewhat mysterious segment of GR&I track was called Nasons Branch. It is mentioned on page 430 of the 1899 Corporate History of the Pennsylvania Lines West of Pittsburgh: “Nasons Branch – Luther to Nasons (track taken up) 5.0 miles.” Nasons is not mentioned or designated as a GR&I branch in any of the annual reports of the Michigan Railroad Commission between 1882 and 1900. However, “Nason’s [sic] Spur” appeared in the 1899 GR&I timetable, part of which is reproduced in Figure 3-3.

Nasons Branch is mentioned in a 15 March 1943 letter from the Pennsylvania Railroad to Mr. Louis Nims, the State Tax Commissioner

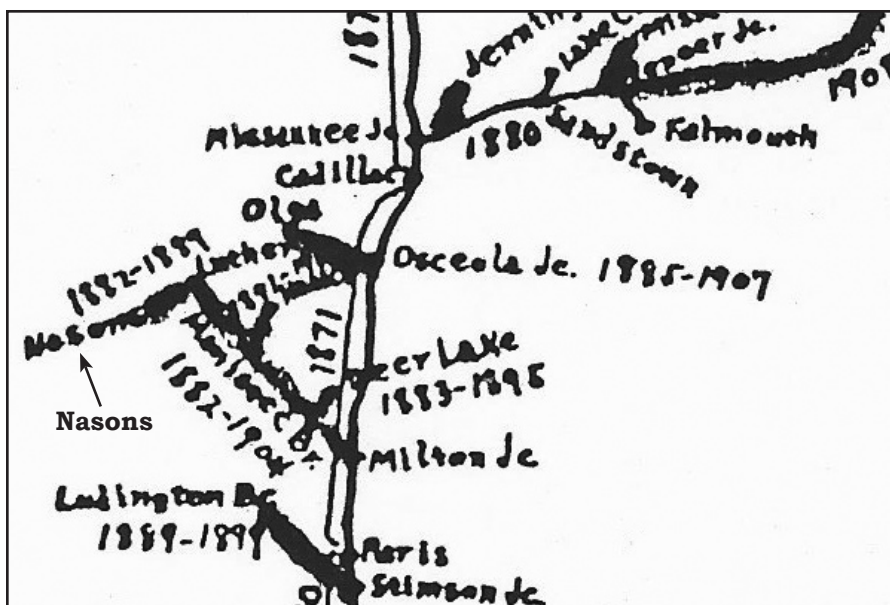
MANISTEE BRANCH.													
TRAINS NORTH.								TRAINS SOUTH.					
SECOND CLASS.								SECOND CLASS.					
		67		61		TIME TABLE NO. 14.				62		68	
		Daily Ex. Sun.		Daily Ex. Sun.		In Effect July 9.				Daily Ex. Sun.		Daily Ex. Sun.	
		P. M.		A. M.		FEST.				P. M.		A. M.	
		8 50		10 40		3450		DEPART.		8 05		7 55	
		9 35		10 55		1435		MILTON JUNCTION.		9 39		7 45	
		8 50		11 10		850		DEER LAKE.		5 72		7 16	
		9 00		11 20		10741		TOTTEN.		5 72		7 16	
						14561		LUTHER.		2 54		7 05	
						3801		CAREY.		2 54		7 05	
								ARRIVE.		2 54		7 05	
								DEPART.		2 54		7 05	
Nos. 61, 62, 67 and 68 will use track between Luther and Carey and on Nason's and Hank's Spurs as extras when required.													

of Michigan. That document, preserved at the Archives of Michigan, was shared by Graydon M. Meints. It reports that Nasons Branch 5.0 miles long, was in use between 1882 and 1886, and abandoned in 1889. Part of an accompanying, hand-drawn map is presented in Figure 3-4. It is consistent with the 1895 Rand, McNally & Company map, presented in Figure 3-5, in which a branch to Nasons originated at Cary. Figure 8-22, on page 54, suggests that in 1892, an abandoned GR&I grade existed west and south of the GR&I Depot at Carey.

From these data, it seems that the Nasons Branch was never universally accepted as a named GR&I branch. Functionally, it appears to have been a spur track heading southwest from Carey. That notion is supported by the fact that the 1900 Lake County land ownership map indicates that a Charles F. Nason owned the north half of Section 21 and most of the south half of Section 27 in Newkirk Township (Township 19 North, Range 12 West).

The 1900 annual report of the GR&I notes that Haak's Spur as well as the portion of the Manistee Branch between Luther and Carrieville, were removed in 1899. However, by 1900, the Manistee & Grand Rapids Railroad had placed standard gauge track on some of the abandoned Wilson, Luther & Wilson grade east of Luther (see Chapter 23), and was using that right-of-way to reach Haak's Mill. That second Haak's Spur is included in Figure 23-4; the second spur to Haak's Mill was finally taken up, for good, in 1901. The GR&I's 1904 annual report noted that lumbering along the Manistee Branch had been completed and all remaining parts of it had been removed.

In 1883, construction of an additional branch line was begun along the Manistee Branch at a place called Deer Lake. The Deer Lake Branch was 6.96 miles long; in the GR&I's 1884 report, it terminated at Pelton. That place must have been named for David C. Pelton. Late in 1883, Pelton had begun buying Lake County real estate northeast of Nirvana. Sometime before 1890, the name of the place called Pelton was changed to Raignels. This was probably a misspelling of the last name of William H. Raiguel. In April of 1884, Raiguel was the grantor who sold the right-of-way which the GR&I used to build the Deer Lake Branch. That branch passed through the south half of Section 24 in Township 18 North, Range 12 West. It seems likely that several portions of the Deer Lake Lumber Company railroad originated from the Deer Lake Branch (see Chapter 23).



Near the northern edge of Osceola County, the 7.03 mile Olga Branch headed west from Osceola Junction to Alyn, just inside the northeast corner of Lake County. It opened in 1885, and the name of its western terminal (Alyn) had been changed to Olga when the 1887 GR&I annual report was published. Chittenden & Herrick's Osceola, Lake & Wexford Railroad was built westward from Olga in 1892. That logging line reached Hoxeyville, in Wexford County, after passing through the northeast corner of Lake County. As the timber ran out, the Olga Branch was gradually removed. The company's 1906 annual report noted that only 0.46 mile remained after 3.47 miles had been abandoned the previous year. The Olga Branch did not appear in the 1907 report.

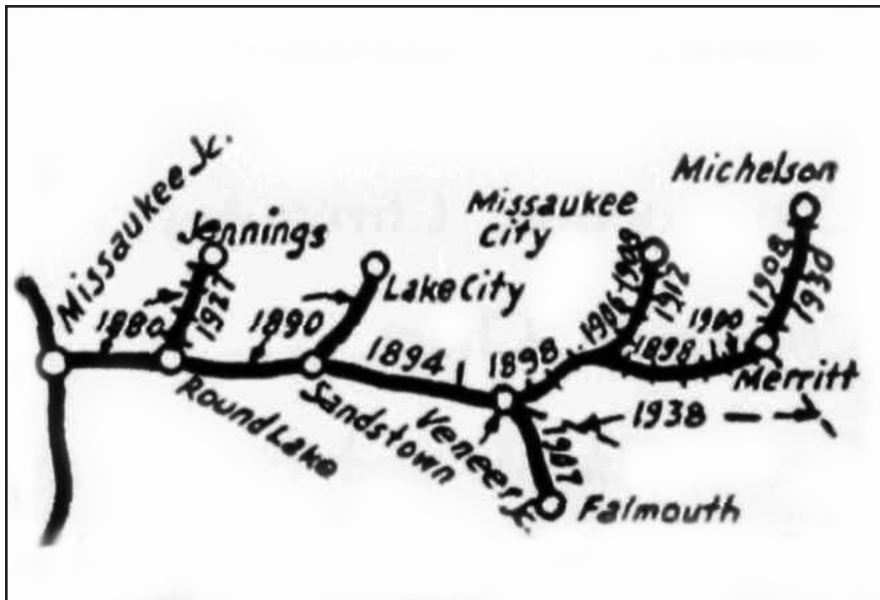
The Missaukee Branch of the GR&I formed an extensive network of tracks north and east of Cadillac. It began on the east side of the mainline at Missaukee Junction. The nomenclature of the rights-of-way that formed this network can be confusing, because the railroad itself often changed the designations of various segments. Eventually, portions of the Missaukee Branch went as far east as Michelson, on the western edge of Roscommon County, and south as far as Falmouth, in southern Missaukee County. Figure 3-6 provides a historical glimpse of this branch. It was published in 1946 as part of Pennsylvania Railroad Company (The): Corporate, Financial and Construction History of Lines Owned, Operated and Controlled to December 31, 1945. The figure includes all major constituents of the Missaukee Branch.

The Missaukee Branch was 7.62 miles long when it first appeared in the GR&I's annual report for 1882. That year, its eastern terminal was at Jennings, in Missaukee County, at the Mitchell Brothers mill. There was also a 0.77 mile side branch from Long Lake Junction to Long Lake, in Wexford County.

The Missaukee Branch was extended to Lake City in 1890. The place where this extension diverged from the right-of-way to Jennings became known as Jennings Junction. The GR&I's Valuation Report notes that its Herrick Branch, 5.39 miles in length, was acquired from D. A. Blodgett & Company. It headed east from Sandstown and utilized part of the grade previously built by the Muskrat Lake & Clam River Railroad. The GR&I started running over the Herrick Branch in 1894, although formal title to the right-of-way may not have been secured until 1896. Also in 1894, the GR&I started operating the 1.69 mile Veneer Company Branch. It traveled south from the Herrick Branch and originated 4.67 miles east of Lake City.







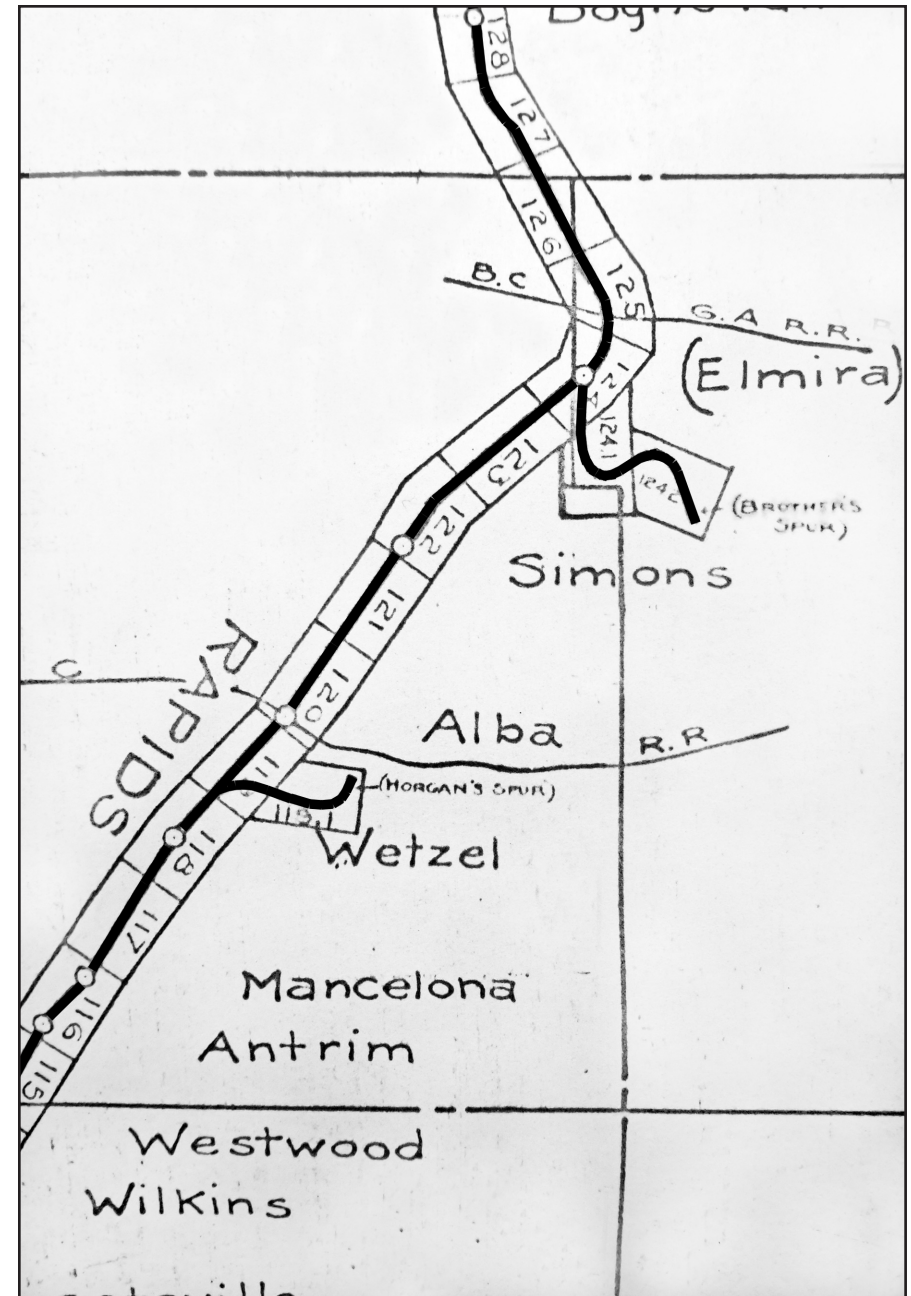
3-6 1946 Map of the Missaukee Branch

Extensions of the Veneer Company Branch would eventually reach Falmouth (see below).

The Widdicomb Furniture Company constructed a 3.42 mile railroad which connected to the east end of the Herrick Branch. The furniture company line was bought by the GR&I on 30 March 1898 and then extended, in 1900, an additional 3.17 miles to the east. The resulting right-of-way, heading east from Sandstown, totaled 11.98 miles and was renamed the Herrick-Widdicomb Branch.

The Veneer Company Branch was lengthened by 2.97 miles in 1907. The new grade was termed the Falmouth Extension. In the same year, the Michelson Extension, 10.7 miles, was added to the east end of the Herrick-Widdicomb Branch. The Missaukee Branch was then said to comprise the rails between Missaukee Junction, on the mainline, and Michelson, in Roscommon County.

The 1908 Annual Report noted that the Missaukee City Spur, 3.85 miles long, was in operation. It connected to the Missaukee Branch (formerly the Herrick-Widdicomb Branch) at Ardis Junction, which was near the village of Minnings.



3-7 1917 GR&I Valuation Section Index Map

Portions of the Missaukee Branch were gradually removed over several years. Some dates of abandonment are shown in Figure 3-6. The last remaining segment, between Missaukee Junction and Lake City, in use as a tourist railroad, was abandoned in 1984.

The branch from Walton Junction in Grand Traverse County, to Traverse City, is still present. For a few years, in the early part of the twentieth century, the GR&I also operated over the Traverse City, Leelanau & Manistique Railroad, from Traverse City to Northport.

Moving northeast, into Kalkaska County, Wilkins Spur headed northwest from a place called Wilkins. It can be noted in Figure 5-12, which is part of a Cram map thought to have been produced ca. 1912-13. Along the Tracks locates the place called Wilkins in Section 11 of Township 28 North, Range 7 West. This track was not operated as part of the GR&I, and its relationship, if any, to the GR&I's Wilkins Branch, in southern Antrim County, is unclear.

The Wilkins Branch was first noted in the GR&I's 1906 annual report. It was 1.77 miles long and traveled east from Antrim (Furnaceville) in Antrim County. The 1908 annual report noted the branch had been constructed for use by the Antrim Iron Company and had been removed. Perhaps the branch was no longer needed, for 1907 was the year when the Antrim Iron Company began building its own line, the Cold Springs Railroad.

Farther northeast in Antrim County, Horgan's Spur originated in the southwest corner of Section 35, in Chestonia Township. It appeared in the 1917 index map of the valuation sections comprising the Northern and Southern Divisions of the GR&I. Figure 3-7, courtesy of James Harlow, shows the part of that map which indicates the location of Horgan's Spur.

Approximately one mile northeast of the switch to Horgan's Spur, a segment of track headed southeast from the GR&I mainline. It appears on the 1913 Michigan Railroad Commission map (Figure 3-8) and in Hixon's 1916 Atlas of Michigan (Figure 3-9). These two figures suggest that this grade passed to the northeast of Five Lake and terminated immediately north of Hawk Lake. It has not been determined whether the GR&I built or operated this right-of-way.



3-8 1913 Michigan RR Commission Map



3-9 1916 Hixon's Atlas of Michigan



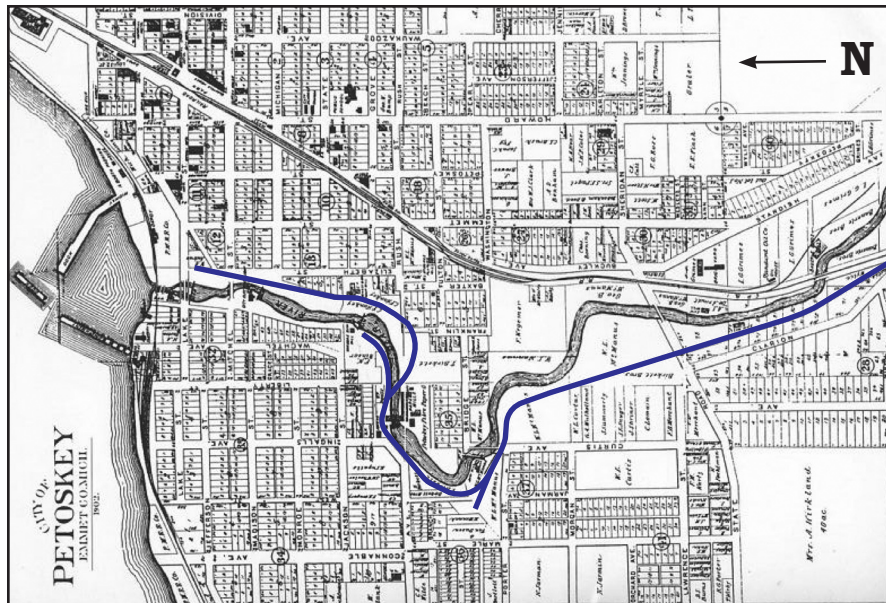


3-10 1910 Map Showing the Thelma Branch

About two miles northeast of Alba, in Antrim County, the 4.46 mile Thelma Branch traveled east. It first appeared in the GR&I's 1906 annual report. The branch had been lengthened by 1.3 miles when the 1908 report came out, and the report of 1911 showed a decrease of 1.11 miles. It was absent from the 1912 report. The branch can be seen in Figure 3-10, which reproduces part of Rand McNally's 1910 *Michigan-Southern Peninsula*.

At Elmira, Brother's Spur travelled due south on the border between Antrim and Otsego Counties. It is visible in Figure 3-7.

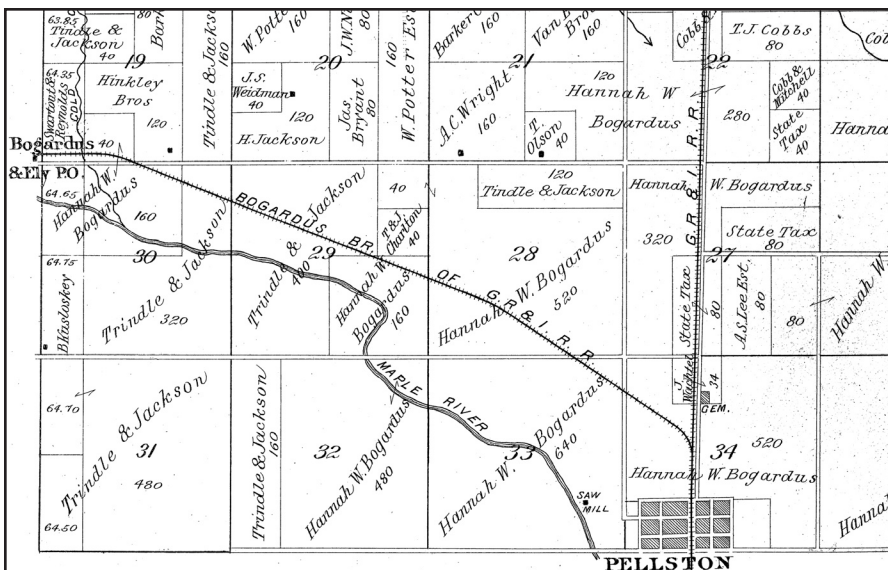
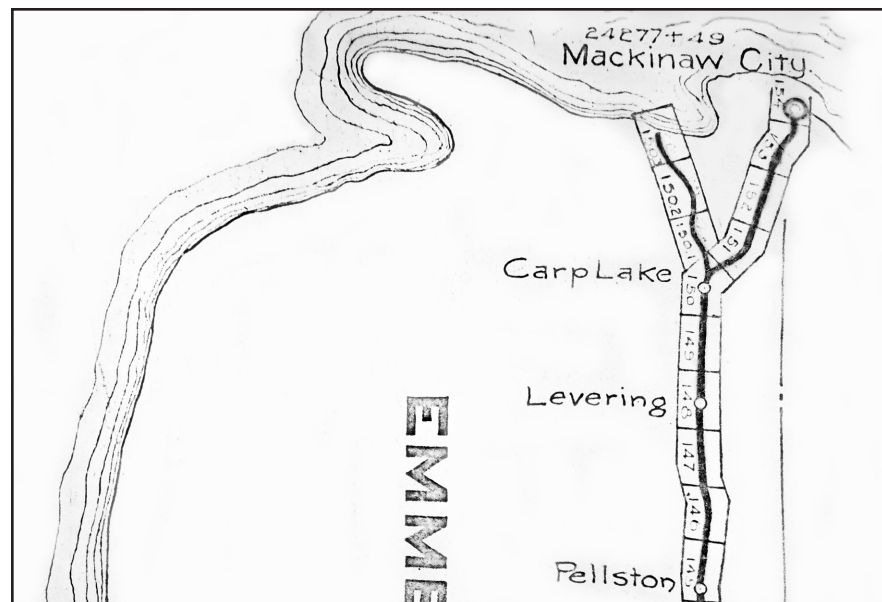
A short branch line to Walloon Lake, in Charlevoix County, was first included in the 1901 report of the GR&I. It was 1.07 miles long. Several branches were present in Emmet County. At Petoskey, the Bear Lake Branch was installed in June of 1892. It extended 1.07 miles from Bear Lake Junction to Bear Lake. By 1902, this branch was known as the Bear River Spur when it was extended to reach additional industries. In 1906, the track was 1.34 miles long, and in 1908, 1.43 miles. The spur is visible in Figure 3-11, which comes from the 1902 *Plat Book of Emmet County, Michigan*.



3-11 1902 Map of the Bear Lake Branch

The Harbor Springs Branch went into service in 1882. It left the mainline at Kegonic, east of Bay View, and ran around the shore of Little Traverse Bay to Harbor Springs. It carried brisk passenger traffic during the resort season, and eventually was double-tracked. Figure 3-12 comes from a period post card and shows the southbound Northland Limited along the shore of Little Traverse Bay, north of Kegonic. The second track was removed after automobile usage reduced the need for frequent passenger service.

Pellston was the location of two branches. Installed in 1900, the Belding-Hall Branch was 3.94 miles long; it terminated at Bogardus, northwest of Pellston, where the Ely Post Office was located. The Belding-Hall mill at Bogardus did not have its own railroad. Logs were transported to that mill over the railroad of Tindle & Jackson. The Belding-Hall Branch is visible in Figure 3-13, which comes from the 1902 *Plat Book of Emmet County, Michigan*. In this map, the branch was called the Bogardus Branch. The Belding-Hall Branch was mentioned in the GR&I's 1908 annual report, but was absent from the corresponding report of 1911.



Distinct from the Belding-Hall Branch, the Bogardus Branch stretched 1.75 miles east from Pellston. It was placed in service in 1906 and abandoned in 1913. The branch likely used part of a right-of-way that had been graded and possibly operated by Charles Bogardus as part of an earlier, failed venture called the Cheboygan Southern Railway.

The 1917 index map of the GR&I's Michigan Valuation Section 7, in Emmet County, shows a GR&I branch exiting the mainline immediately north of Carp Lake. Wheeling was the name applied to this junction point. Figure 3-14 displays that area. This track was probably built by the Emmet Lumber Company, and does not appear in any other published records of GR&I branches or spurs. It is unclear when it became affiliated with the GR&I.



## Michigan Central Railroad

The Michigan Central Railroad (MC) was augmented, over the years, by the addition of several other railways. In turn, this carrier became a subsidiary of the New York Central Railroad system in 1930. The line was completed from Detroit to Chicago in 1852. By means of an 1871 lease, the MC gained control of the Jackson, Lansing & Saginaw Railroad (JL&S), which had just started building a line north from Bay City. That track reached Mackinaw City in 1881; the Bay City to Mackinaw City mainline became the Mackinaw Division of the MC; that division passed through the territory treated in this book.

In the years following 1881, three other railways were added to the Mackinaw Division. The first was the Saginaw Bay & Northwestern Railroad (SB&NW). It came under control of the MC in 1883. That line originated in 1873 as an eleven-mile tram line, the Pinconning & Kaiserville Railroad. Powered by a locomotive, it connected with the JL&S at Pinconning. Its name was changed to the Glencoe, Pinconning & Lake Shore Railroad in 1875, when it was extended to Saginaw Bay. This railway was renamed again, in 1877, as the Pinconning Railroad. It became the SB&NW in 1880, when Winfield Scott Gerrish (see the Lake George & Muskegon River Railroad in Chapter 16) and William J. Miller assumed control. Figure 4-1 is part of the map of Arenac and Bay Counties published in the 1884 Takabury's Atlas of the State of Michigan. The North Branch and the eastern part of the Gladwin Branch of the SB&NW are visible. The North Branch reached into Gladwin County as far as the village of Raymonds by about 1885; it had been removed completely by 1933. The Gladwin Branch entered Gladwin in 1887; it was abandoned between there and Pinconning in 1962.

A second line, the Detroit & Charlevoix Railroad (D&C), came under control of the MC in 1907 but continued to operate as the D&C. It was merged into the MC in 1916 and thereafter was designated as the East Jordan Branch of the MC. This line stretched from Frederic, on the MC mainline in Crawford County, to South Arm (northwest of East Jordan) in Charlevoix County. Figure 17-9 (in the Crawford County chapter), is courtesy of James Harlow and is an MC map of the D&C. A thorough discussion of the D&C appears in that chapter, number 17.

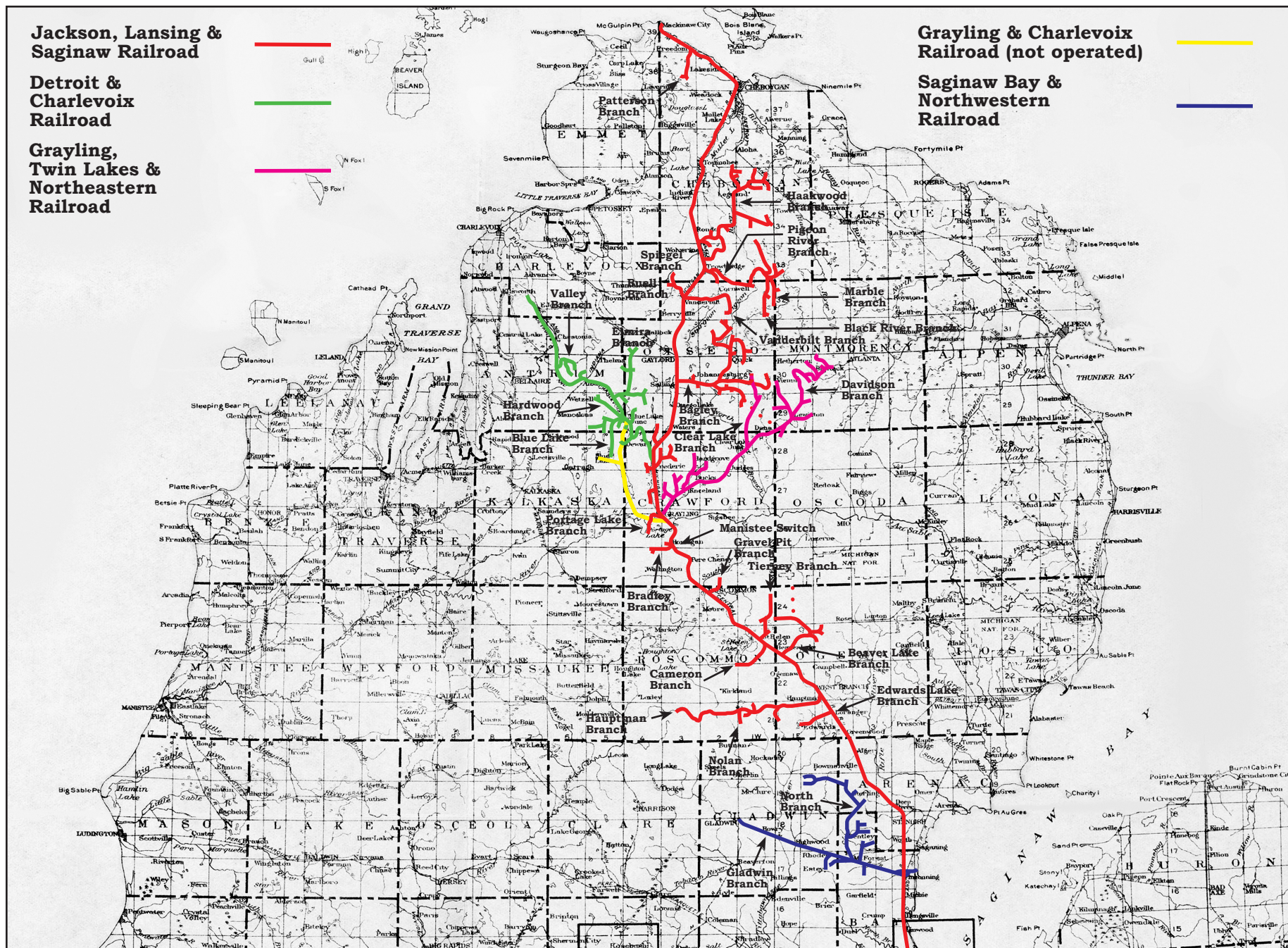
The Grayling, Twin Lakes & Northeastern Railroad (GTL&N) was the third line to contribute to the Mackinaw Division. Its mainline, from Grayling in Crawford County, to Lewiston in Montmorency County, was completed in 1892. The GTL&N was a wholly owned, but independently operated subsidiary of the MC. It was merged with the JL&S in 1901, which then leased it back to the MC. Except for a 0.5 mile segment in Grayling, its entire mainline was abandoned in 1933.

Side branches along the GTL&N, beginning at Grayling, include the Tyler Branch. Installed about 1904, it was located 4.4 miles northeast of Grayling and was removed about 1912. Farther northeast, the Alexander Branch operated from about 1895 to 1910. The Mertz Branch existed from 1896 to about 1930. The Clear Lake Branch terminated at Johannesburg, in Otsego County. It began serving that village approximately 1904. About 1912, when the



4-1 1884 Map of Bay and Arenac Counties





Michigan Central Railroad and Components

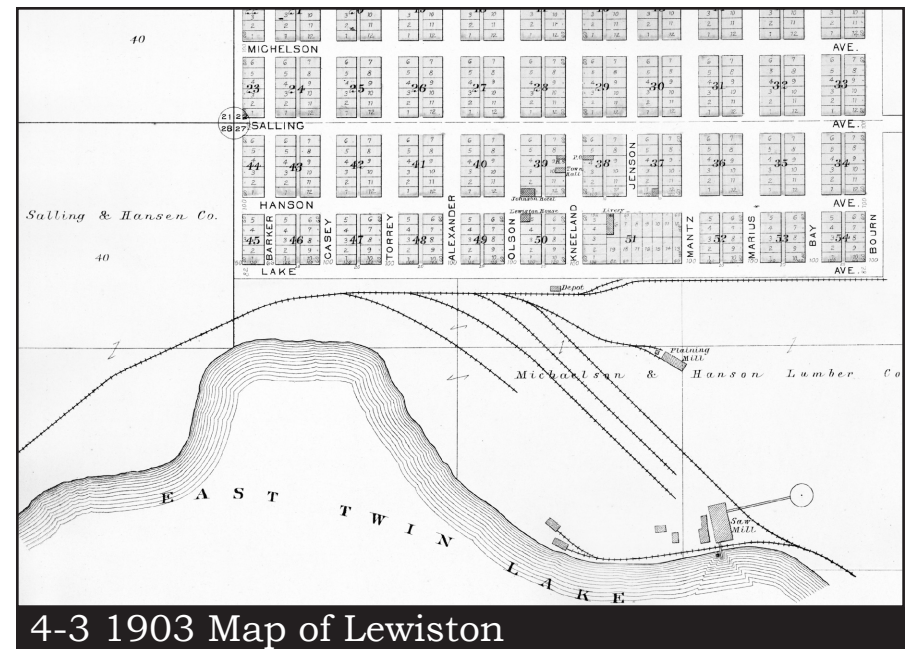
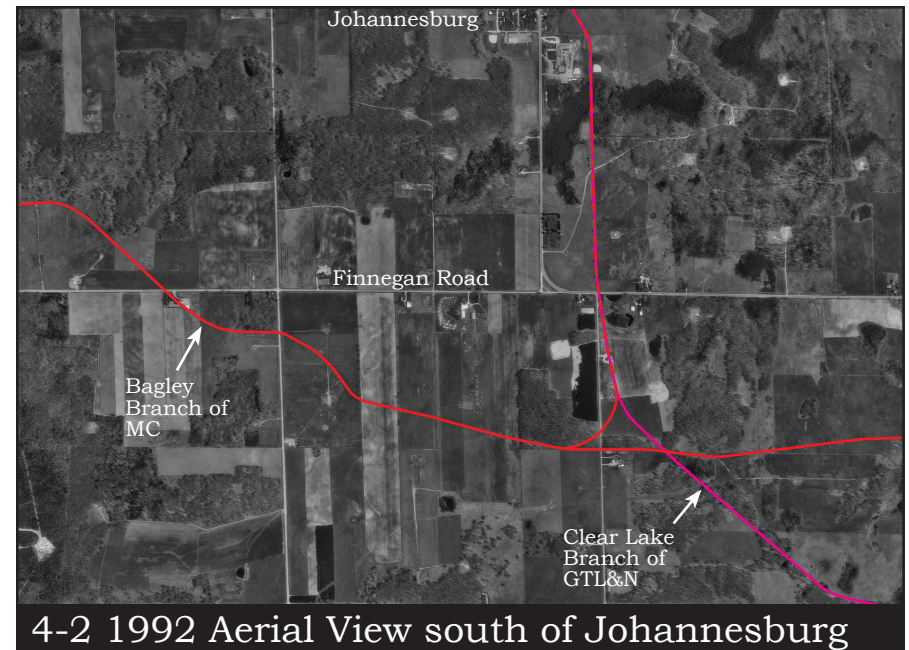


Bagley Branch of the MC came through the area immediately south of Johannesburg, the MC took over the GTL&N right-of-way leading to that village. In addition, the MC began using the Clear Lake Branch for approximately 0.25 mile southeast of the place where the two rights-of-way met. In 1912, the GTL&N abandoned the rest of its Clear Lake Branch, farther south, all the way back to the GTL&N mainline at Clear Lake Junction, in Crawford County. From 1912 until 1930, the Bagley Branch of the MC provided rail service to Johannesburg. Figure 4-2 comes from a 1992 aerial photograph of the region south of Johannesburg.

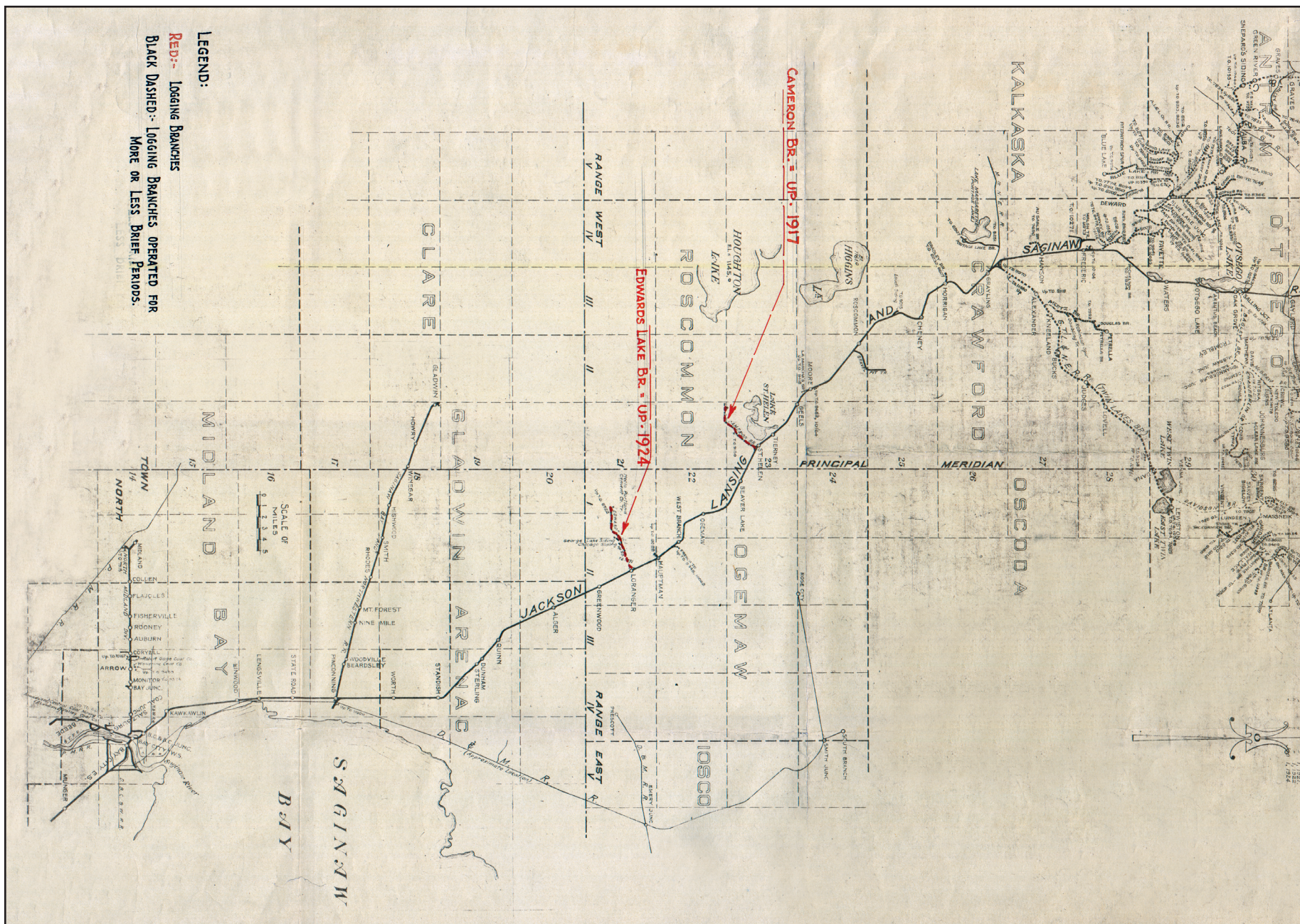
Figure 4-3 is part of the 1903 Plat Book of Montmorency County. The GTL&N depot at Lewiston is visible, north of the Michelson & Hanson mill properties. From Vienna Junction, immediately west of Lewiston, the Bear Lake Branch of the GTL&N travelled northwest to Bear Lake, in Otsego County. Originating from the Bear Lake Branch, the Vienna Branch reached farther north, to the village of Vienna. The Bear Lake Branch was in service ca. 1895-1904. The Davidson Branch also originated at Vienna Junction. It served a large area north and northeast of Lewiston and was used by the Kneeland-Bigelow Lumber Company to log its timber. The Davidson Branch was built about 1900 and was gradually removed between 1928 and 1933.

Figures 4-4A and 4-4B come from a map produced by the MC in 1911 and updated periodically through 1927. It is archived at the Bentley Historical Library, Call Number: M 4112 L7P3 1927 M5. The image was generously provided by James H. Harlow. Logging branches and spurs that existed on the Mackinaw Division between 1911 and 1927 are depicted. In contrast to this extremely detailed figure, significantly fewer records and maps of nineteenth-century MC rights-of-way are available.

Branches and spurs along the mainline of the Mackinaw Division can now be discussed, working north from Ogemaw County. Admittedly, this list is incomplete. It is not intended to be an exhaustive description of the branches, some of which had very complex histories. In Ogemaw County, the Edwards Lake Branch left the mainline at Loranger. It travelled west to Edwards Lake, where an extensive deposit of marl (a material composed mostly of Calcium Carbonate) was mined. Figure 4-5, an enlargement of part of Figure 4-4B, displays this branch. This track was placed about 1885 and removed in 1924. Farther north, the Hauptman Branch headed west from Hauptman and entered Roscommon County. The eastern portion of this branch utilized a grade built by Weidemann &







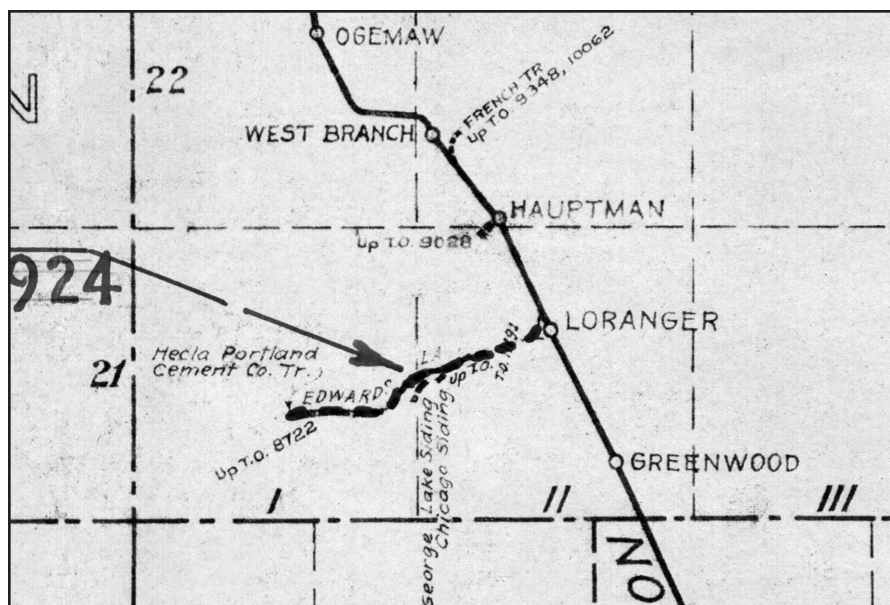
4-4A 1911-27 South Part of MC Map of the Mackinaw Division and Branches



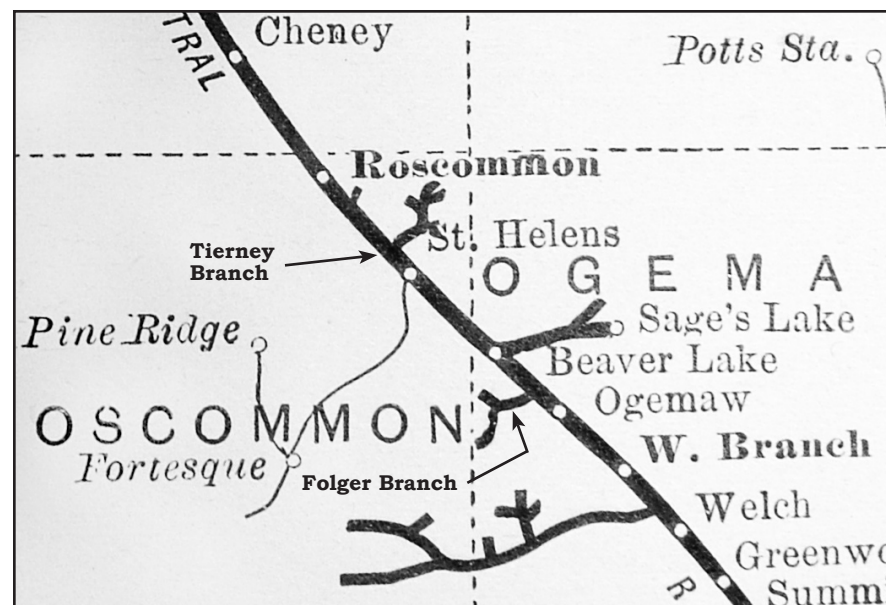


4-4B 1911-27 North Part of MC Map of the Mackinaw Division and Branches





4-5 1911-27 Edwards Lake Branch



4-6 1889 MC Map from Annual Report

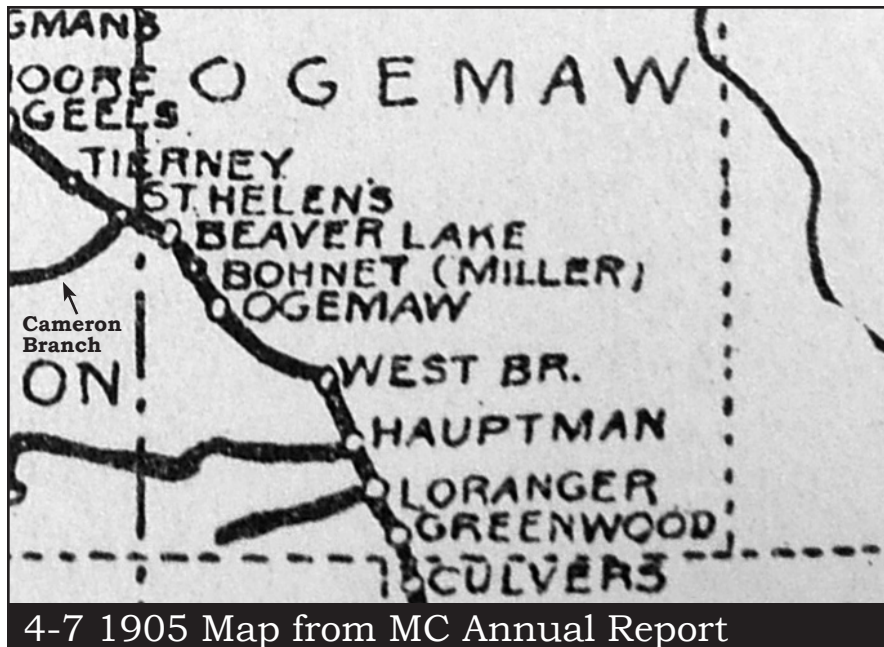
Hauptman in 1883. The MC took over construction of the first 10.1 miles of this grade in 1884. A total length of 25 miles was achieved ca. 1890. In Roscommon County, the Hauptman Branch reused some of the grade constructed previously by the Houghton Lake & Barker City Railroad, which had been abandoned in October of 1887. The Hauptman Branch was heavily used for logging timber belonging to Jonathan Boyce. This branch last appeared on the map published in the 1909 annual report of the MC.

Ogemaw Station, at Ogemaw Springs, was the point of origin for C. H. Plummer's Ogemaw Springs Railroad. Just 0.4 mile to the north, the Folger Branch of the MC began at Cranage Station, traveling southwest, then swinging almost directly west into Roscommon County. It was built for the use of Pitts & Cranage, a company which had its sawmill at Bay City. This branch appeared as early as the 1889 rendition of the MC's system map, appearing in the company's annual report. It is reproduced in Figure 4-6, courtesy of the James Harlow collection.

Approximately 1.5 miles farther north, Miller was the designation for the place where a logging railroad began to wander toward the northeast. Its location was in the northern part of West Branch

Township (Section 3 of Township 22 North, Range 1 East). Miller appeared in the 1890 MC Mileage Book and had become Millers (with an "s" at the end) when the 1905 Mileage Book was issued. However, the place was designated "Bohnet (Miller)" on the map accompanying the 1905 MC annual report, part of which is reproduced in Figure 4-7.

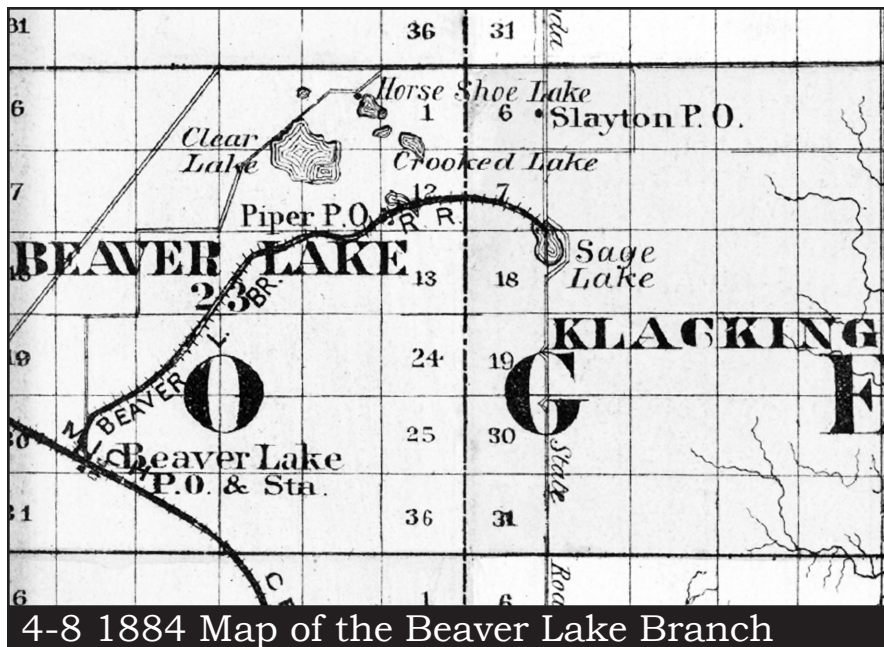
The Beaver Lake Branch (also sometimes called the Sages Lake Branch) left the mainline near the western border of Ogemaw County and extended northeast. Figure 4-8, from the 1884 Takabury's Atlas of the State of Michigan, shows the course of this branch. The terminal was at a station called Sage's Lake, which got its name from a body of water which is no longer identified as a lake on modern maps. This should not be confused with the Sages Lake that existed approximately two townships farther east in Ogemaw County. The 2009 Images of Ogemaw County reports: "In 1882, the town of Piper was founded along the Beaver Lake Branch of the Michigan Central Railroad . . . In 1881, F. M. Thompson had a planing mill, sawmill, and general store in the area . . . Within 10 years, 50 million board feet of lumber were cut in the area. In 1892, 10 years after its founding, the post office closed and the village became deserted."



4-7 1905 Map from MC Annual Report

George Ambrose built a logging railroad that originated from the Beaver Lake Branch. It was constructed about 1882 from a point about halfway between Piper and Sage Lake. A secondary branch to the north was also constructed from Piper about 1885. *Michigan's Logging Railroad Era, 1850-1963* presents evidence suggesting that there was talk of extending this secondary branch into Oscoda County, to logging camps of J. E. Potts. No evidence has been unearthed verifying that such a connection to the Potts operation was made. The secondary branch was still included in the 1902 Cram's *Map of Michigan*, which is reproduced in Figure 4-9. However, this track, as well as the rest of the Beaver Lake Branch, was actually removed in 1892.

Moving into Roscommon County, the Cameron Branch first appeared on the map of the MC system in 1905; its track was removed in 1917. It is visible in Figure 4-7, originating at St. Helen. The switch to this branch was located approximately 0.25 mile southeast of the place where a logging spur of the St. Helen, Houghton Lake & Western Railroad had crossed the MC mainline in 1889. The Tierney Branch, in 1889, appears in Figure 4-6. This branch originated 1.85 miles northwest of the Cameron switch. It was no longer represented on the map accompanying the MC's 1913 annual report. Near the



4-8 1884 Map of the Beaver Lake Branch



4-9 1902 Map of Michigan by Cram



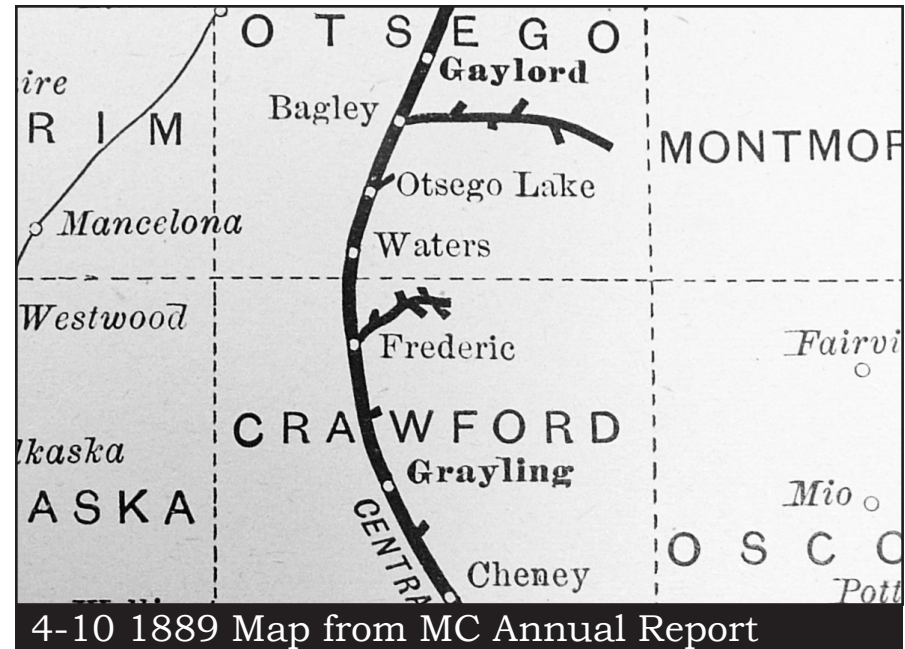
northern border of Roscommon County, the Gravel Pit Branch was operated between about 1910 and 1935. It stretched north into Crawford County.

Within Crawford County, the Bradley Branch left the mainline at a place called Manistee Switch, approximately 0.21 mile south of Horrigan's. Using the 1949 USGS topographic maps of Grayling and Fletcher Quadrangles, the south arm of this branch can be followed west as far as Section 2 of Township 25 North, Range 4 West. Branches of the Crawford & Manistee River Railway are known to have been within a mile or two of that section; possibly the Bradley Branch had an as yet undiscovered junction with that logging railroad. The Bradley Branch did interchange traffic with the Portage Lake & Muskegon River Railroad, which began receiving its supplies through Manistee Switch about 1883.

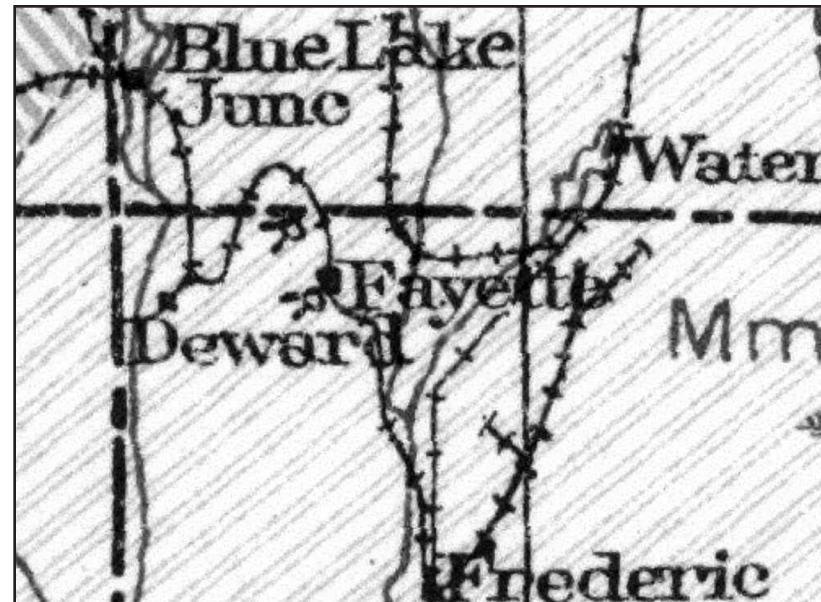
Service to Camp Grayling, on the MC's Portage Lake Branch, began in 1914 with the opening of the camp. The branch headed west from Grayling, then south along the east side of Portage Lake (Lake Margrethe). The MC shared some of the Portage Lake Branch with the previously built River Branch of the Manistee & Northeastern Railroad. The Portage Lake Branch was removed in 1980.

Approximately 4.5 miles farther north, the Au Sable Branch traveled west from the mainline. Immediately south of Frederic, the Walsh Branch also led west. The Walsh Branch appears on the map of Michigan present in the 1906 *Atlas of Missaukee County*. The Frederic Branch is visible on the 1889 MC map from that year's annual report, reproduced in Figure 4-10. It also appears on various county atlases over the next few years, but had disappeared when the 1913 MC system map was issued. The Michelson Branch left the mainline just below the northern border of Crawford County and extended west and then north into Otsego County. It is represented, along with the abandoned Frederic Branch, in Allen's 1916 *Geological Map of Michigan*, visible in Figure 4-11.

The Bagley Branch is visible in Figure 4-10. It originated at Salling, in Otsego County, and had several side branches. Construction began about 1887; an extension reached Johannesburg around 1912, after the GTL&N withdrew service to that community. The entire branch was removed in 1931. Slightly more than one mile north of Vanderbilt, the Buell Branch pointed toward the northwest. It probably was named for Frank Buell, or his father Dave; both were Otsego County loggers. At a distance of 3.1 miles from the mainline,



4-10 1889 Map from MC Annual Report



4-11 1916 Geological Map of Michigan

the Spiegel Branch separated from the Buell Branch, passed Spiegel's Camp, and entered the southwest corner of Cheboygan County. Both the Buell and Spiegel Branches were put into operation about 1900 and abandoned in 1925. Figure 4-12 shows both as they appeared on the 1903 Michigan Railroad Commission map.

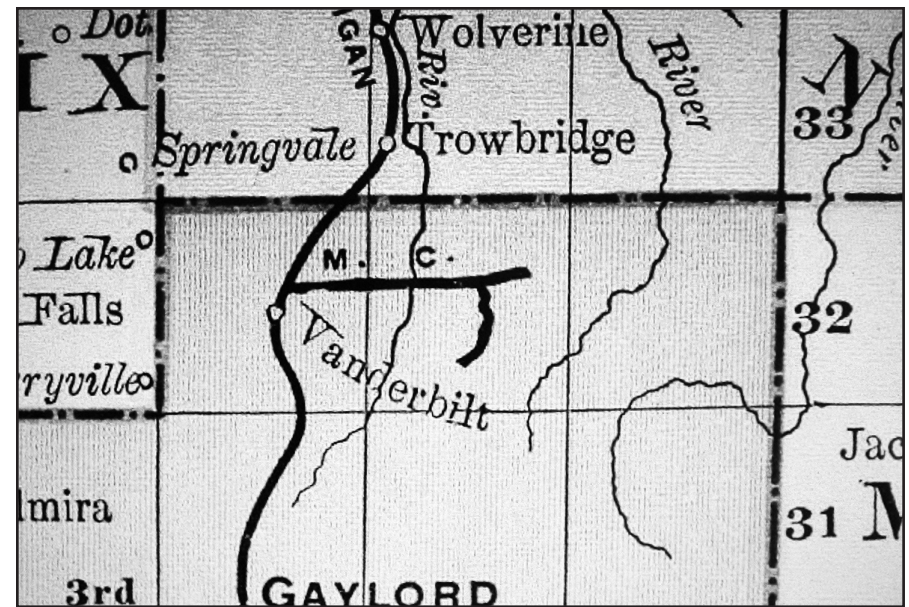
The Vanderbilt Branch diverged from the mainline approximately 1.1 mile northeast of the Buell Branch switch. It was constructed about 1886, reaching as far as Pickerel Lake. Near its eastern end, it also had an extension to the south. The major parts of the Vanderbilt Branch can be seen in Figure 4-13, part of Rand, McNally & Company's 1897 *Southern Michigan*. The length of the Vanderbilt Branch was reduced to 1.7 miles in 1891, after most of the pine along the right-of-way had been harvested. The Yuill Brothers Logging Company did much of their early timbering along this branch. In the early twentieth century, W. D. Young & Company reused the southern extension of the Vanderbilt Branch to log several sections where their timber was located. The last 1.7 miles of the Vanderbilt Branch was abandoned approximately 1907.

In the southern part of Cheboygan County, the Pigeon River Branch dipped south into Otsego County and, at a place originally called Youngs, the Pigeon River Branch gave origin to the Sturgeon Branch. The Sturgeon Branch was heavily used while Yuill Brothers timber was being harvested in Sections 1, 2, 11, 12, 13, 14, and 24 of Township 32 North, Range 2 West. Prior to use by the Yuill Brothers, Youngs was the place where the W. D. Young railroad interchanged log cars with the MC.

Beyond Youngs, the Pigeon River Branch returned to Cheboygan County. There, a further subdivision of the Pigeon River Branch crossed the Dog Lake (Wolverine) Branch of the Detroit & Mackinac Railway at a place called Forest Junction. Two other subdivisions of the Pigeon River Branch, the Black River Branch and the Marble Branch, reentered Otsego County yet again, and terminated there. Proceeding north along the MC mainline, the Nunda Branch was installed approximately 1897. It led northeast to an intersection with the Haakwood Branch. The 2.2 miles of the Nunda Branch nearest the mainline were removed about 1900 and the remainder, ca. 1914. The Haakwood Branch came into service approximately 1900 and was lengthened ca. 1907. Portions of it were abandoned about 1913 and 1919, and it was completely gone by 1948. The Patterson Branch, near Mackinaw City, was constructed about 1910 and removed in 1920.



4-12 1903 Michigan Railroad Commission Map



4-13 1897 Map Showing the Vanderbilt Branch

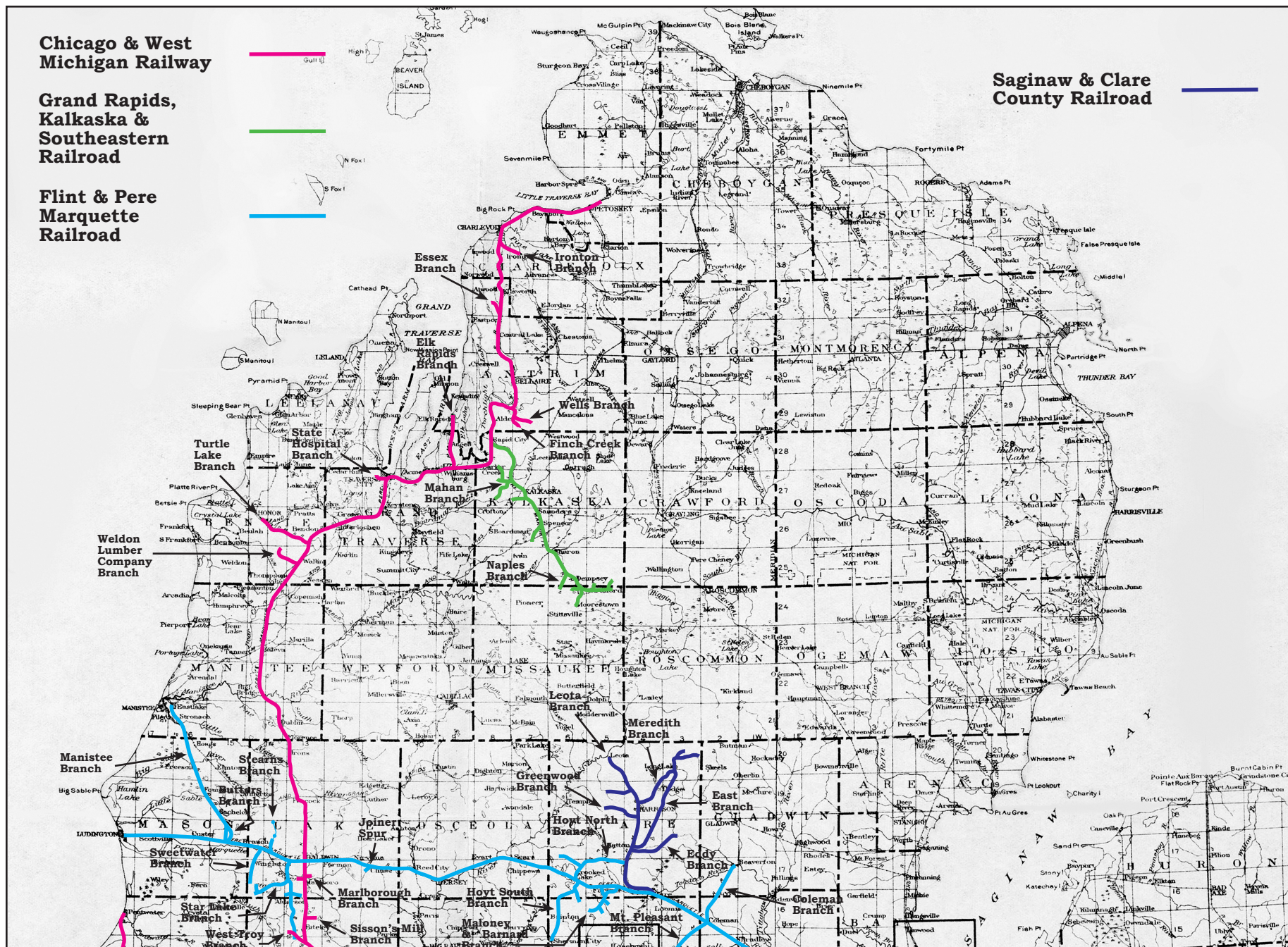


**Chicago & West  
Michigan Railway**

**Grand Rapids,  
Kalkaska &  
Southeastern  
Railroad**

**Flint & Pere  
Marquette  
Railroad**

**Saginaw & Clare  
County Railroad**



Pere Marquette Railroad and Components



## Pere Marquette Railroad

The Pere Marquette Railroad (PM) was formed by amalgamation of three smaller lines: the Flint & Pere Marquette Railroad (F&PM), the Chicago & West Michigan Railway (C&WM), and the Detroit, Grand Rapids & Western Railroad. The PM began its corporate life in November of 1899 and the unified system commenced operations on 1 January 1900. Both the F&PM and the C&WM existed in the part of Michigan covered by this book. In that same geographical area, the Grand Rapids, Kalkaska & Southeastern Railroad (leased to the C&WM in 1899) was formally absorbed into the PM system in 1903.

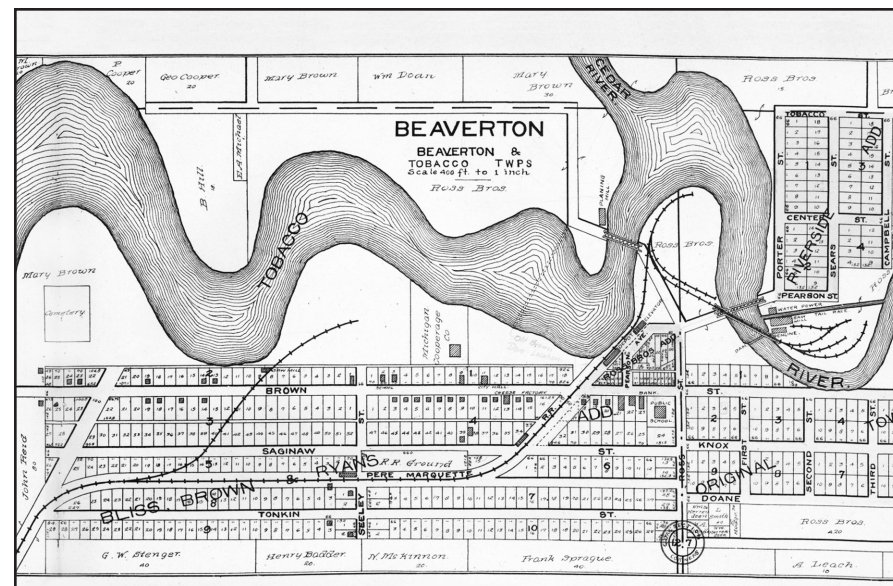
The mainline of the F&PM was completed to its western terminal, Ludington, on 1 December 1874. From Midland County, in the east, to Ludington on Lake Michigan, numerous spurs, branch lines, and two subsidiary railroads fanned out from that mainline. Listed from east to west, they include: the Mt. Pleasant Branch, Coleman Branch, Saginaw & Clare County Railroad, Maloney & Barnard Branch, Hoyt North and Hoyt South Branches, Dorr Spur, Joiner Spur, Star Lake Branch, Stearns Branch, Sweetwater Branch, Butters Branch, and the Manistee Railroad.

The Mt. Pleasant Branch travelled southwest from Coleman, in Midland County. It was placed in operation 15 December 1879. A separate branch headed northeast from Coleman to enter Gladwin County; it was called the Coleman (or Beaverton) Branch. Initial construction of the Coleman Branch began in 1888 and it was extended several times between 1888 and 1895. Figure 5-1, from the 1906 Plat Book of Gladwin County, shows the PM track plan at Beaverton. A grade north of Beaverton had been abandoned in 1906.

The Saginaw & Clare County Railroad (S&CC) was an independently operated subsidiary of the F&PM. Primarily a logging railroad, it originated from the F&PM west of Clare, at Hinkle's mill, and stretched north through Harrison, eventually reaching northeast to Meredith. Trains first ran on the S&CC in 1879. Its origin along the F&PM was moved east, to Clare, when the predecessor of the Ann Arbor Railroad was constructed through Clare in approximately 1887. Figure 5-2 is part of an 1893 survey map for the Eddy Branch

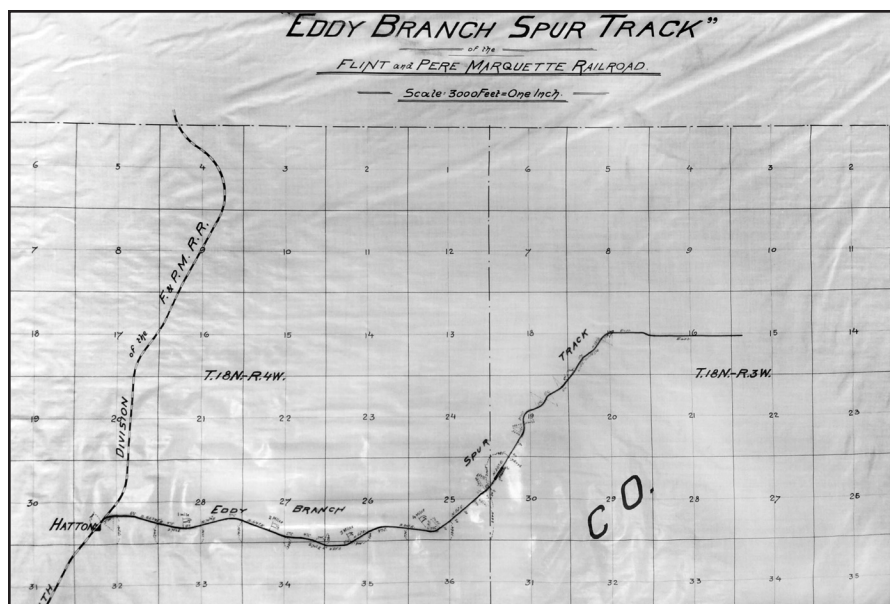
of the S&CC; it is included courtesy of the Archives of Michigan. Not all branches and spurs of the S&CC are included in the map on page 27. The Clare County map on page 97 gives a more accurate impression of S&CC grades. The railroad is described in greater detail in Cut and Run! Railroad Logging in Clare County, Michigan.

West of Farwell, three other branches and one spur were located within Clare County. The Maloney & Barnard Branch (1882-circa 1896) originated 2.27 miles west of Farwell. The Hoyt North (circa 1883-sometime before 1899) and Hoyt South (circa 1883-sometime after 1899) Branches were named for Jesse Hoyt, one-time president of the F&PM. Both came from the mainline at Lake, Michigan. Dorr Spur, only 0.33 miles long, commenced a short distance west of the village of Lake and ended at Crooked Lake. It was built for the use of T. E. Dorr in 1883.



5-1 1906 PM Track Plan at Beaverton





5-2 1893 The Eddy Branch of the S&CC



5-3 1883-84 Railroad Map of Michigan

At Sears, in Osceola County, a F&PM branch led northwest to connect with the former Muskegon River & Rose Lake Railway grade. Immediately east of Hersey, the PM had a spur to a gravel pit operated by the railroad. Located south of the mainline, it was active in the 1920s.

At least four connections to the mainline existed in Lake County. The Joiner Spur originated approximately 0.25 mile west of Chase. Mentioned only in the 1884 annual report of the railroad, it was 1.5 miles long and terminated at the Charles M. Joiner & Son sawmill, situated on the Middle Branch of the Pere Marquette River. Farther west, the Star Lake Branch exited from the south side of the mainline, at Wingleton. This branch first appeared in the 1892 report of the Michigan Railroad Commission and was abandoned in 1898. It extended south into Newaygo County, where it crossed to the south side of a grade used by the West Troy Branch of the C&WM.

The village of Stearns was situated halfway between Wingleton and the western border of Lake County. The Valuation Report for the PM notes that a 10-mile branch from there, to the north, was installed by the F&PM in 1898. Stearns was a sizeable town in that era, boasting

of a sawmill owned by Justus Stearns of Ludington. The Valuation Report indicates that this branch was removed in 1908. The fourth Lake County branch originated about 1.5 miles farther west, at Sweetwater, and traveled south from the mainline. Constructed in 1899, it was 5.40 miles long and the PM Valuation Report notes that it was abandoned in 1902.

Eastern Mason County was the site for the Butters Branch, which first appeared in the 1880 report of the Michigan Railroad Commission. It was 3.18 miles long and separated from the mainline at Butters Junction, a place which later would be known as Manistee Junction, or Walhalla. The Butters Branch led north to the Butters, Peters & Company sawmill at Tallman. The village of Tallman was named by Horace Butters in 1879; previously, a settlement there was known as Webber. There is little doubt that placement of their mill at Tallman by Butters and his partner, Richard G. Peters, would not have occurred unless access to the F&PM had already been assured.

As Manistee grew into a major lumbering center, the F&PM made plans to access that city. A subsidiary railway was incorporated on 31 May 1880, the Manistee Railroad Company (MR). Figure 5-3 is part of the 1883-84 *Railroad Map of Michigan* prepared for the Michigan

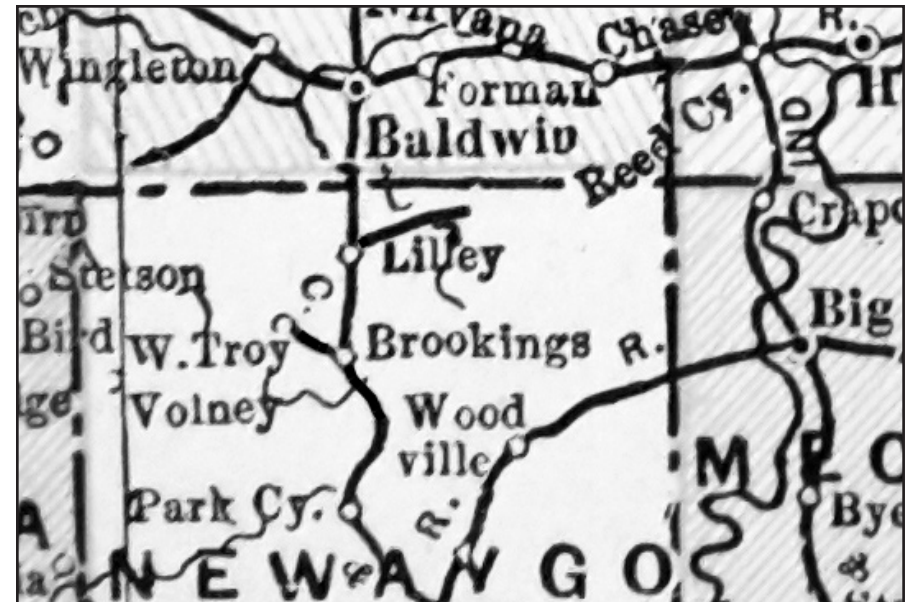
Railroad Commission and archived at the Bentley Historical Library. The MR grade can be seen passing obliquely northeast, through Tallman, and then heading northwest to Manistee. The right-of-way immediately north of Butters Junction must have been rebuilt sometime before 1888, when the North Branch & Sauble River Railroad began operating over part of what had been the Butters Branch right-of-way. After the rebuild, the MR passed almost due north from the former Butters Junction, and the junction point was renamed Manistee Junction (Walhalla). It's likely that the rebuilt MR right-of-way went into use in 1883, for the 1886 report of the Michigan Railroad Commission, regarding the MR, states that it was opened for use between its two terminals (Manistee Junction and Manistee) in 1883. The MR was merged into the F&PM in 1888.

The Chicago & West Michigan Railway (C&WM) was built from south to north. In 1884, the C&WM purchased the White River Railroad between White Cloud and Baldwin. The line was extended north to Traverse City in 1890. Through a subsidiary, the Chicago & North Michigan Railroad, the line reached Bay View in July of 1892. The Chicago & North Michigan Railroad was merged into the C&WM in 1899.

Named branch lines of the C&WM, beginning in the south, were called West Troy, Sisson's Mill, Turtle Lake, Elk Rapids, and Cherrie (also known as Ironton). Later branches added by the Pere Marquette were called Marlborough, Gerber, Finch Creek, Wells (which originated from the Finch Creek Branch), and Essex.

The West Troy and Sisson's Mill Branches were in Newaygo County. Michigan Railroad Lines reports that the West Troy Branch, 3.90 miles in length, was built about 1883. It came off of the mainline at West Troy Junction (also called either New Troy or Brookings), located twelve miles south of Baldwin. The White River Railroad actually built the West Troy Branch, and it was abandoned by the C&WM in 1895. Lilley Junction, 0.4 mile north of the village of Lilly and nine miles south of Baldwin, was the origin of the Sisson's Mill Branch; it operated from 1884 until 1895. Figure 5-4, from Cram's 1900 World Atlas, still included both of these abandoned branches.

SPV's Comprehensive Railroad Atlas of North America-Great Lakes East also includes another branch which is unnamed, but visible on page MI-9 (Ludington-Muskegon) of that book. It originated south of Marlborough, at Rolf Junction, in the southern part of Lake County and terminated to the west, at "Rollway." The book suggests that



5-4 1900 World Atlas by Cram

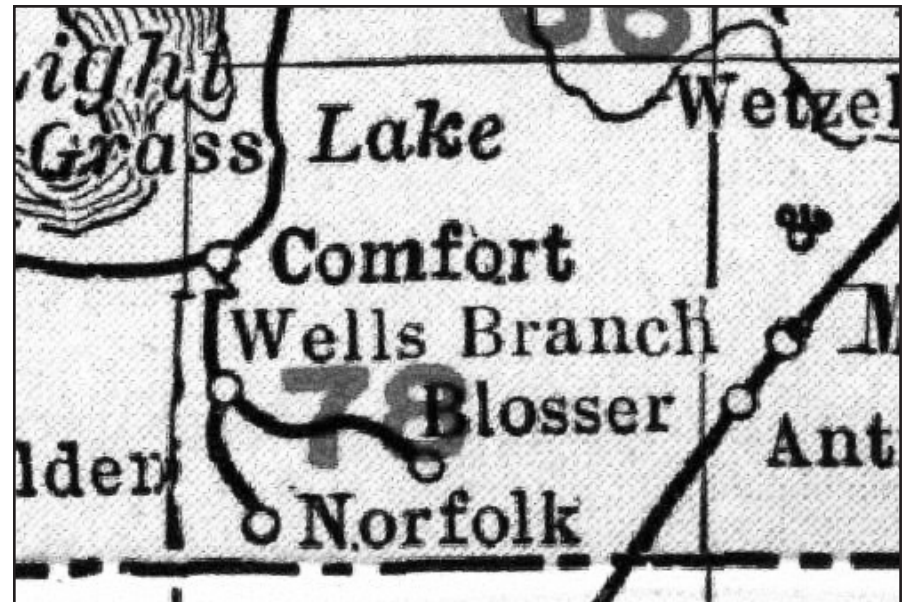
this branch was built by the PM. Approximately 0.5-mile north of Rolf Junction was Marlborough Junction, where a branch to the Great Northern Portland Cement plant at Marlborough headed east. Aids, Gifts, Grants and Donations reports that a 1.14 mile branch to the cement company at "Marlboro's" was first installed by the PM in 1900. A separate corporation (the Marlborough Railroad Company), was formed in 1906 to operate this track. The branch was removed in 1908 when the plant closed.

Near the southern border of Benzie County, Thompsonville was the origin of a spur constructed in 1896 by the C&WM. It served the Thompsonville Cooperage Company and can be seen on the map of Thompsonville appearing in the 1901 Atlas of Benzie County. The Turtle Lake Branch was also in Benzie County. It left the mainline of the C&WM at Clary, skirted Turtle Lake, and terminated at Honor. Placed in service in 1895, it was 9.62 miles long. In Grand Traverse County, the Elk Rapids Branch originated at Williamsburg and extended north to Elk Rapids in Antrim County. Service on this branch began 3 January 1892. The Ironton Branch, in Charlevoix County, left the mainline at Cherrie, south of the city of Charlevoix, and travelled southeast to Ironton. It began operating in 1892 and was abandoned piecemeal between 1902 and 1906.

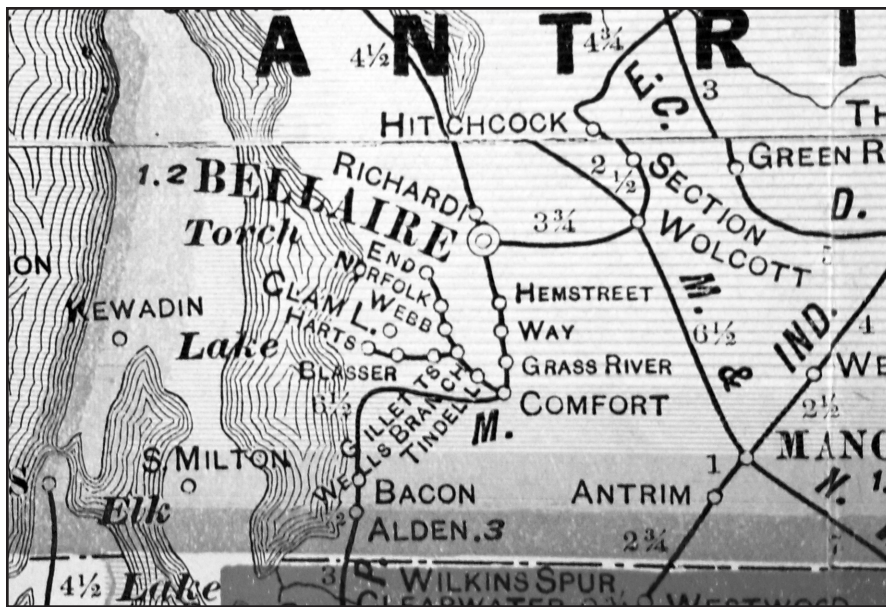


Several new branches were installed by the Pere Marquette. In Benzie County, the 3.43 mile Gerber Branch was constructed in 1900 for use by D. Gerber & Sons of Weldon Township, who operated the Weldon Lumber Company. It also served the Weldon Charcoal Company. The Gerber Branch was abandoned in 1911.

Also built in 1900, the Finch Creek Branch began at Comfort, in Antrim County. The location shown for this branch is different on maps published by Cram and those produced by Rand, McNally & Company. Cram placed this branch northwest of Comfort, while Rand-McNally indicated it was south of that community. Figure 5-5 is part of Cram's 1908 *Superior Map of Michigan*. The 1906 Rand, McNally & Company's *Indexed County and Township Pocket Map and Shipper's Guide of Michigan* appears in Figure 5-6. The 1917 map of the Pere Marquette System, a portion of which is seen in Figure 5-7, suggests that the Rand, McNally & Company version is accurate. The Finch Creek Branch was 4.94 miles in length. A portion is visible in the 1910 *Antrim County Atlas*, part of which appears in Figure 5-8. According to the Valuation Report for the PM, the Finch Creek Branch was abandoned in 1913.



5-6 1906 Map by Rand, McNally & Company

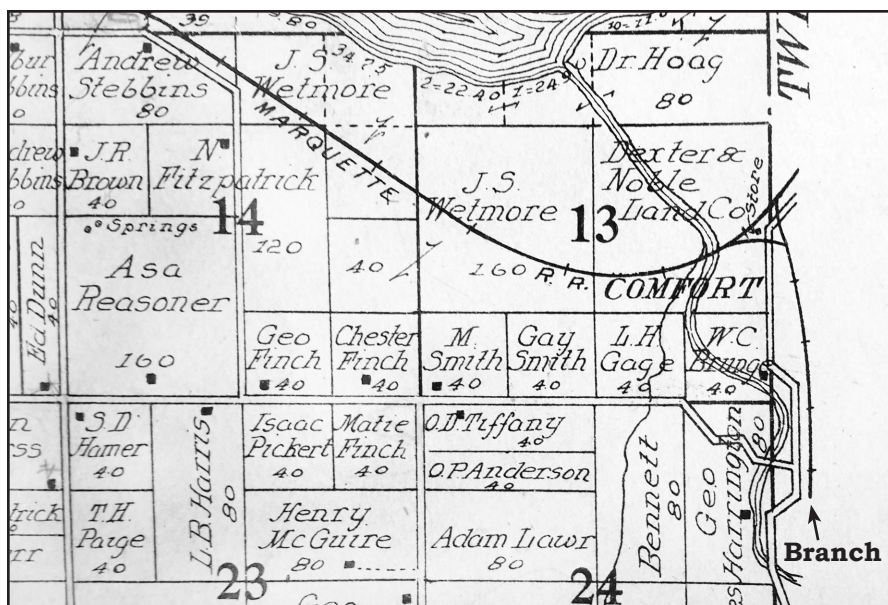


5-5 1908 *Superior Map of Michigan* by Cram

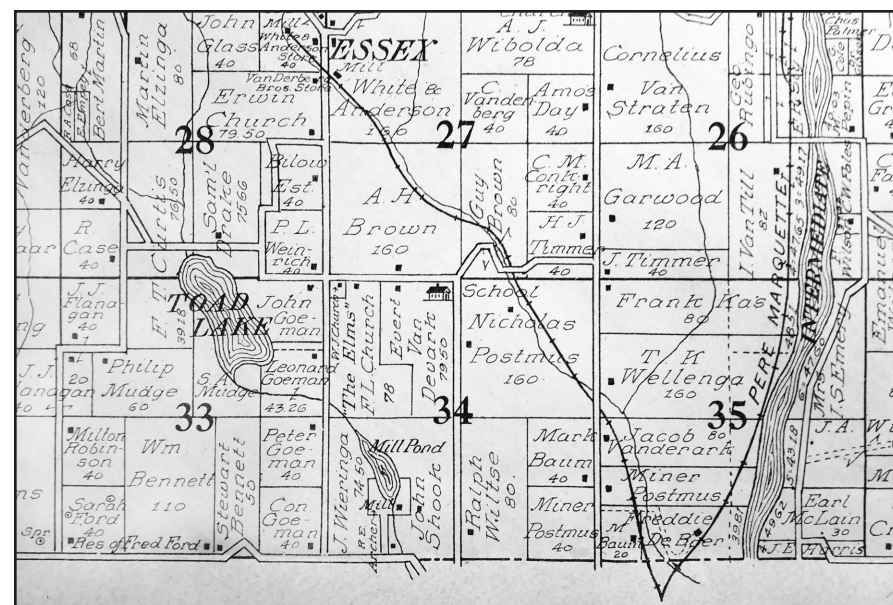


5-7 1917 Map of the Pere Marquette System





5-8 1910 Location of the Finch Creek Branch

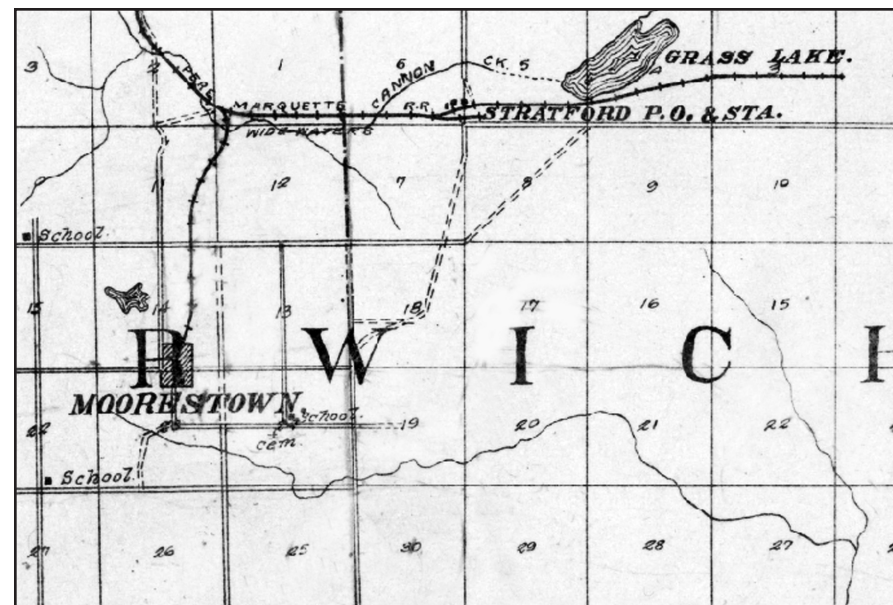


5-9 1910 Essex Branch

The Wells Branch originated from the Finch Creek Branch at a place appropriately called Wells Branch. This spot was approximately 1.3 miles south of Comfort. Michigan Railroad Lines reports that it was constructed in 1905. Blosser was a settlement located near the east end of this branch. The Wells Branch was 2.67 miles in length; the PM Valuation Report notes that this branch was abandoned in 1910.

Also in Antrim County, the 2.69 mile Essex Branch took origin at Dix (also called Essex Junction) and terminated at the village of Essex. Built in 1900, it was not abandoned until sometime after 1916. It appears in Figure 5-9, part of the Banks Township map presented in the 1910 Antrim County Atlas.

The Grand Rapids, Kalkaska & Southeastern Railroad (GRK&S) extended from Rapid City, in northwestern Kalkaska County, to Stratford and Moorestown, in the northeast corner of Missaukee County. Figure 5-10, from the 1906 Standard Atlas of Missaukee County, demonstrates the track plan at those two Missaukee County villages. The genealogy of this line can be traced back to the Rapid River & Eastern Railroad (RR&E), which proposed to build between



5-10 1906 Track Plan in Missaukee County



Kalkaska and Rapid City in 1892. Michigan Railroad Lines suggests that parts of the RR&E were incorporated into the GRK&S about 1898, when the GRK&S was completed between Stratford and Rapid City. Satisfying the transportation needs of the Thayer Lumber Company was a major reason for construction of the GRK&S. Thayer's company developed logging spurs at Stratford, and also at Naples and Halsted in Kalkaska County; operations on those spurs relied on the GRK&S for transportation of logs to Muskegon.

Shortly after construction of the GRL&S was finished, the PM assumed control of it. Over many years, it was gradually abandoned until none remained active after about 1921. The overall configuration of the GRK&S's Mahan Branch is difficult to specify with confidence. Compare Figure 5-11, part of the 1906 Rand McNally & Company's *Michigan* with Figure 5-12, which comes from Cram's 1912-13 *Michigan*. Michigan Railroad Lines mentions that the Mahan Branch began approximately two miles west of the crossing of the Grand Rapids & Indiana Railroad at Kalkaska and was removed ca. 1915.



5-11 1906 Mahan Branch

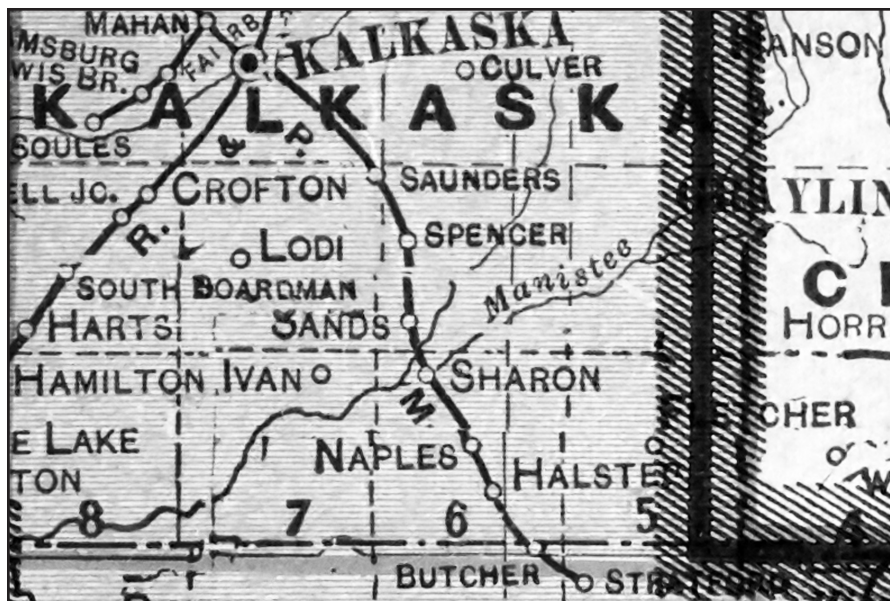
The Lewis Branch took origin at milepost 4.1 of the Mahan Branch. Its source, along the Mahan Branch, is seen as "LEWIS BR." in Figure 5-12. No credible map of the Lewis Branch has been discovered and its length is not known. The place called "Soules" is quite mysterious and has ceased to exist. Perhaps it was the name of a lumber camp which was moved to a new location, along with the rest of the Mahan Branch, when timber was exhausted.

Although the location of the Naples Branch of the GRK&S is not in doubt, various maps indicate two different positions for the village of Naples. One was at the origin of the Naples Branch, in the southern part of Kalkaska County. This is demonstrated by Figure 5-13, from Cram's 1912-13 *Michigan*. Perhaps "Naples" should have appeared as "Naples Junction" on this map. Figure 5-14, from the 1907 *Michigan*, by Nellist, sites Naples in Section 5 of Township 24 North, Range 6 West. This was at the south end of the Naples Branch, in Missaukee County.

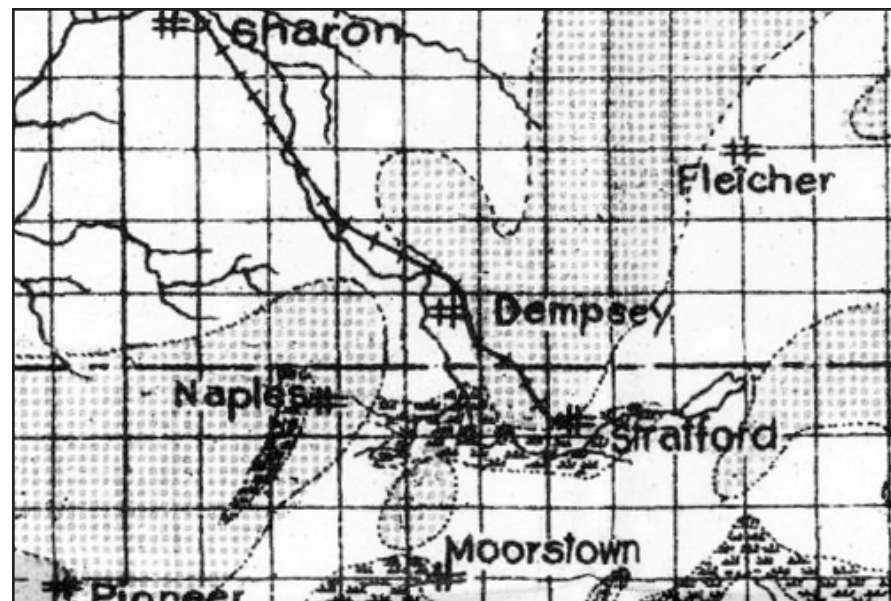
The PM was reincorporated 12 March 1917 as the Pere Marquette Railway; it merged with Chesapeake & Ohio Railway on 6 June 1947. Surviving parts of the railway are now part of CSX Corporation.



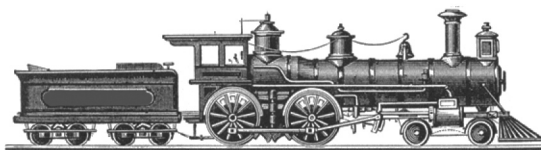
5-12 1912-13 Mahan and Lewis Branches



5-13 1912-13 Naples in Kalkaska County



5-14 1907 Naples in Missaukee County





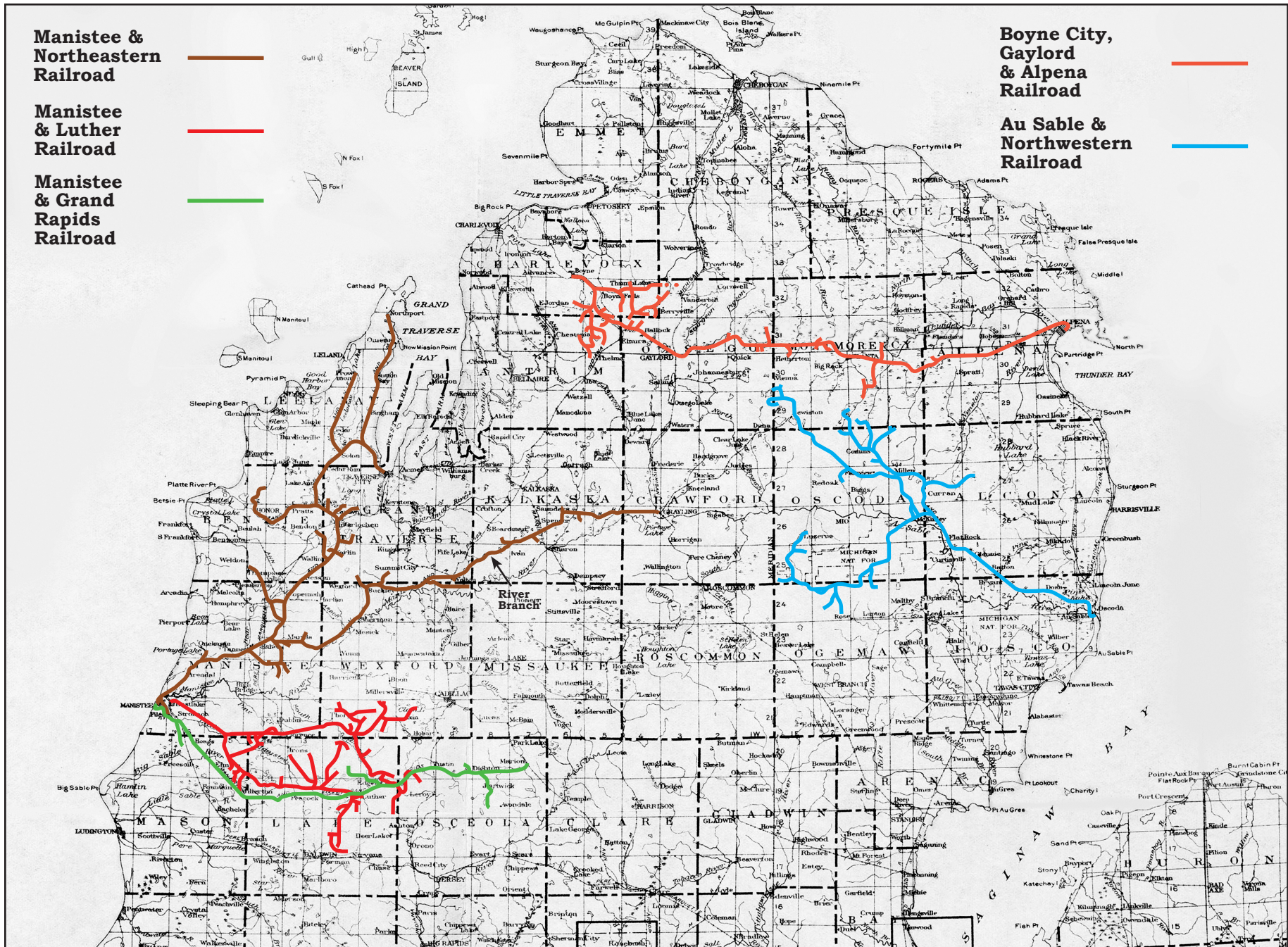
**Manistee & Northeastern Railroad**

**Manistee & Luther Railroad**

**Manistee & Grand Rapids Railroad**

**Boyne City, Gaylord & Alpena Railroad**

**Au Sable & Northwestern Railroad**



Local Railroads



## Au Sable & Northwestern Railroad

The Au Sable and Northwestern Railway (AS&NW) had a complicated history before it became part of the Detroit & Mackinac Railway in June, 1914. Its story begins with John E. Potts, who started logging by rail in 1878. *Michigan's Logging Railroad Era, 1850-1963* cites the 18 June 1878 issue of *Lumbermans Gazette* as the source for a report that Potts operated a six-mile pole road in Ranges 4 and 5 East, Township 24 North (located in northeastern Ogemaw and northwestern Iosco Counties). This line must have used a log dump on either the Au Sable River or its South Branch, in the northwestern part of Iosco County's Plainfield Township. An exact location for that pole road has not been determined.

John E. Potts formed the J. E. Potts Salt & Lumber Company, which existed at least as early as 1883. In 1884, the company built a fourteen-mile, 36-inch gauge logging railroad that originated at the village of Potts. Potts was a company town which grew up on the Au Sable River, in the northeastern part of Oscoda County's Mentor Township. The village is known now as McKinley. There, logs transported by the railroad were dumped into the river and floated to the town of Au Sable. Au Sable, on the Lake Huron shore, was where Potts' main mill was located. The mill and lumber dock are visible in Figure 21-1 (as #18), on the north bank of the Au Sable River.

Unfortunately, few records from the J. E. Potts Salt & Lumber Company railroad have survived. As a result, there is considerable uncertainty about the location of grades built in 1884. Perhaps one right-of-way followed the current path of McKinley Road, toward Mio. The 1954 Michigan Department of Conservation map of Oscoda County shows an abandoned railroad grade immediately northeast of Mio, and no other company seems to have had a right-of-way in that locale.

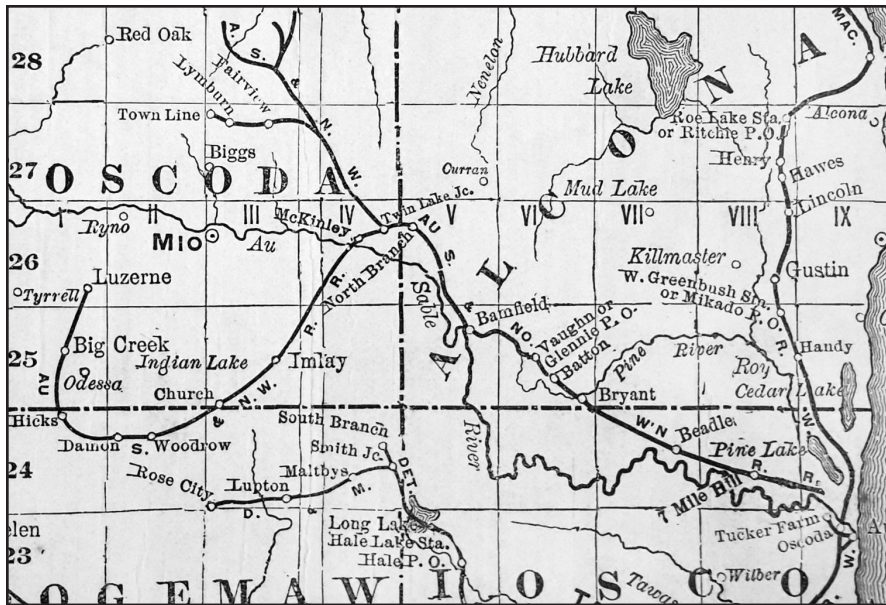
Michigan Railroad Lines: Volumes 1 and 2 and Michigan Railroads and Railroad Companies are authoritative sources for details regarding the construction and abandonment of the Potts railroad, as well as successor organizations. They suggest that a line was constructed in 1886 between the village of Potts (later McKinley) and Luzerne. It led

southwest from Potts, dipped into Ogemaw County where it passed Woodrow and Damon, and then returned north into Oscoda County, where it passed Hicks before terminating at Luzerne. Figure 6-1, from the Claude Stoner Collection at the Bentley Historical Library, is an 1890 view of engine #5 of the J. E. Potts Lumber Company railroad at a camp in northern Ogemaw County. Figure 6-2, from Rand, McNally & Company's 1898 *Michigan*, displays the branch to Luzerne. In this figure, Hicks should have been placed farther north, just over the border in Oscoda County. Its actual location was in the northwest corner of Section 34 of Big Creek Township (Township 25 North, Range 1 East). Hicks took its name from Joseph Hicks, who received a land patent nearby in 1880. The patent covered most of the northwest quarter of Section 2 of Foster Township, just over the county line, in Ogemaw County.



6-1 1890 Potts Engine #5 in Ogemaw County





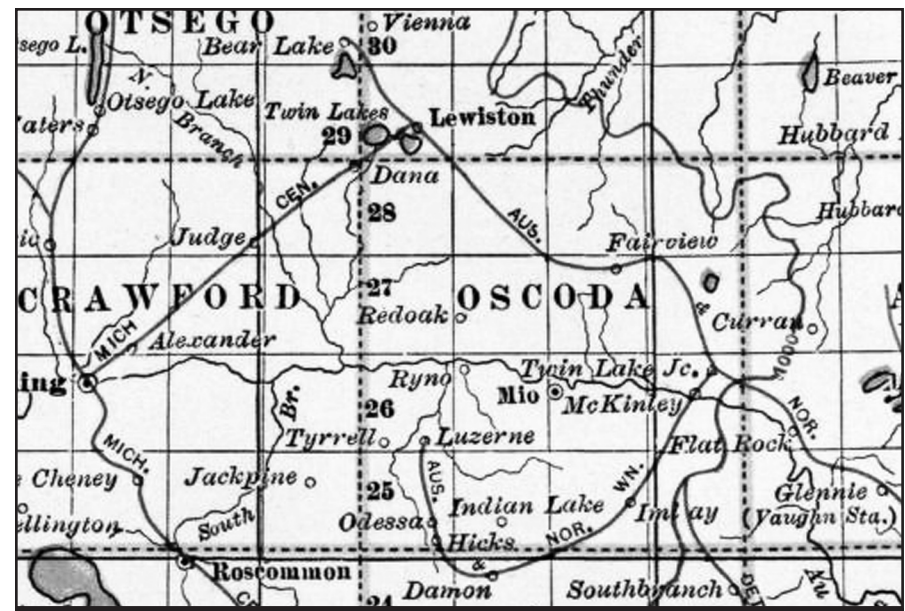
6-2 1898 Map by Rand, McNally & Company



6-3 1891 *Michigan* by Cram

Damon Station was approximately  $\frac{1}{2}$  mile north of the place now called Damon. Eventually, a new mainline was built (probably by the AS&NW) along the south border of Sections 5 and 6 of Foster Township in Ogemaw County, bypassing the original Damon Station. The line between Potts (by then, McKinley) and Luzerne was removed by the AS&NW in 1897.

Potts incorporated his railroad in 1887 as The Potts Logging Railway. It was to be 50 miles in length and run from the village of Potts to the north line of Oscoda County, with another branch going to Damon, in Ogemaw County. An amendment was filed in 1888 which included an additional extension to the north line of Montmorency County. Construction of a right-of-way between Potts and the town of Au Sable was also authorized. The link to Au Sable is present in Figure 6-3, part of Cram's 1891 *Michigan*. Potts became insolvent and the assets of his company were liquidated in 1891. The railroad was bought by Henry M. Loud and several members of his family, who reincorporated it 15 July 1891 as the Au Sable and Northwestern Railroad. The Louds lengthened the line to Lewiston, in Montmorency County, about 1892, and somewhat later, that track



6-4 1899 *Michigan* by Benjamin E. Smith



6-5 1902 New Mainline to Comins



6-6 1904 Extensions in Montmorency County

was extended as far as Charlton Township of Otsego County. Figure 6-4 reveals the Otsego County extension in the 1899 Benjamin E. Smith map, *Michigan*.

By 1900, a new mainline had been constructed through Hardy (in Alcona County), McCollum and Millen (in Oscoda County), to Comins (also in Oscoda County), and most of the old line serving Lewiston had been abandoned. Figure 6-5 outlines the track plan as seen in the 1902 [Cheboygan County Plat Book](#). Extensions into Montmorency County are visible in Figure 6-6, part of Bond's 1904 *Map of Michigan*. The Curran Branch was put into service in 1908. It originated from the new mainline at Hardy (in Alcona County) and eventually reached through Curran, to Beevers (also in Alcona

County), in 1912. Beevers was located immediately northeast of the place where Chicago Junction had existed two decades previously. By 1912, both the Alpena & Hubbard Lake Railroad, and the Louds Branch of the Detroit, Bay City & Alpena Railroad (the two railroads for which Chicago Junction was named) had been abandoned for many years.

Three of Loud's sons, George, Edward, and Henry Nelson Loud bought the railroad on 2 January 1907. They reincorporated it as the Au Sable & Northwestern Railway. The line was leased to the Detroit & Mackinac Railway in 1912, and finally purchased by that line in 1914. All remaining parts of the former AS&NW were abandoned in 1927.



## Boyne City, Gaylord & Alpena Railroad

The route of the Boyne City, Gaylord & Alpena Railroad (BCG&A) is shown in the map on page 35. The genealogy of the line which eventually became the BCG&A is complex. Owned primarily by William Howard White of the White Lumber Company, it was first incorporated 26 April 1893 as the Boyne City & Southeastern Railroad. It began operating between Boyne City and Boyne Falls in August of that year. The name was changed in 1894 to the Boyne City & South Eastern Railroad. At the same time, new terminals were proposed. The west end of the line was to be at East Jordan, at the lower end of the South Arm of Pine Lake (now considered to be Lake Charlevoix). From there, the railroad would travel northeast to Boyne City, and then south along the existing Boyne City & Southeastern Railroad right-of-way to a newly selected southern terminal at Alba, in Antrim County. But construction by the Boyne City & South Eastern Railroad never reached either East Jordan or Alba.

Another amendment to the company's Articles of Incorporation was filed in 1897; the line once again became the Boyne City & Southeastern Railroad (BC&SE). Planned terminals remained at East Jordan and Alba, and a branch to Vanderbilt, in Otsego County, was also proposed. Finally, in 1905, the Boyne City, Gaylord & Alpena Railroad (BCG&A) was incorporated. Neither East Jordan nor Alba were mentioned as terminals when the line was formed. The BCG&A acquired the assets of the BC&SE. Construction of the line into Alpena was completed in 1918, with service to that city beginning August 15. Declining traffic and revenues resulted in bankruptcy and the BCG&A was scrapped in 1935.

Although the BC&SE never reached East Jordan, Alba, or Vanderbilt, portions of the proposed rights-of-way to Alba and Vanderbilt were indeed built. Michigan Railroad Lines reports that work on what would be known as the Headquarters Branch entered Antrim County in 1897. By 1905, this branch was operating within 5.5 miles of Alba. It is visible in Figure 7-1, which is part of Cram's 1914 *Michigan*.

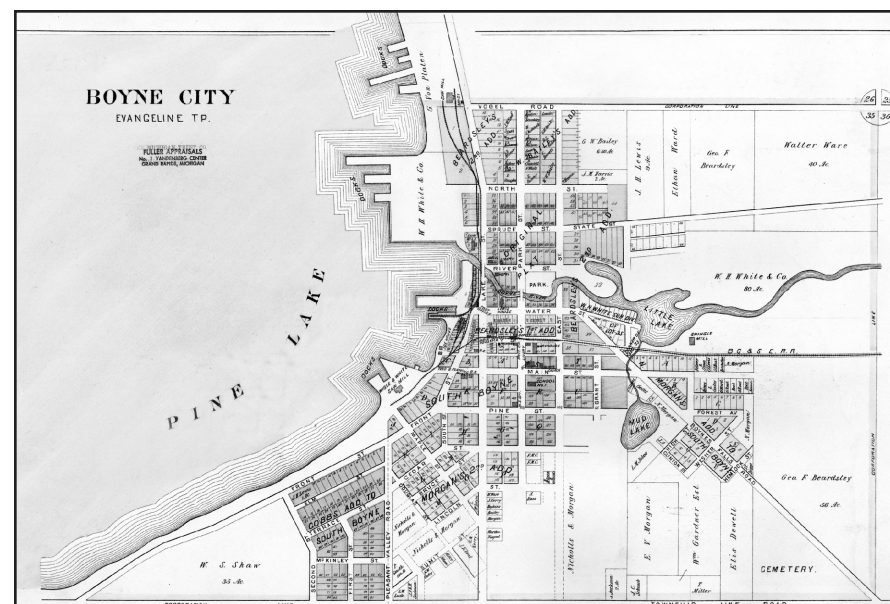


7-1 1914 *Michigan* by Cram

Construction of the line toward Vanderbilt began in 1898; that grade became the Thumb Lake Branch. The eastern configuration of this branch, in Otsego County, remains a mystery. As noted above, a Vanderbilt terminal for it was envisioned in 1897. Michigan Railroad Lines indicates that by 1901, the Thumb Lake Branch had reached a point in Otsego County 3.7 miles east of Thumb Lake Station. Figure 7-2 suggests that Thumb Lake P. O. (and probably the Thumb Lake Station) was near the south border of Section 1, in Hudson Township. In this image, from the 1901 Plat Book of Charlevoix County, Michigan, the post office is approximately 0.5 mile west of



7-2 1901 Plat Map of Charlevoix County



7-4 1901 Plat Map of Boyne City



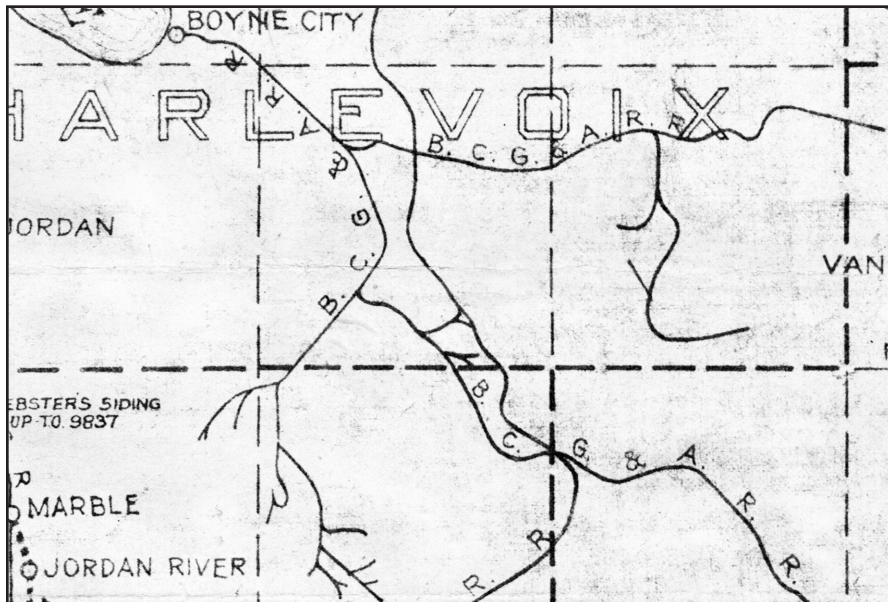
7-3 1901 Map by A. J. Farmer

the Otsego County line. This implies that the branch penetrated about 3.2 miles into Otsego County, which would still have been 1.5 or more miles from Vanderbilt.

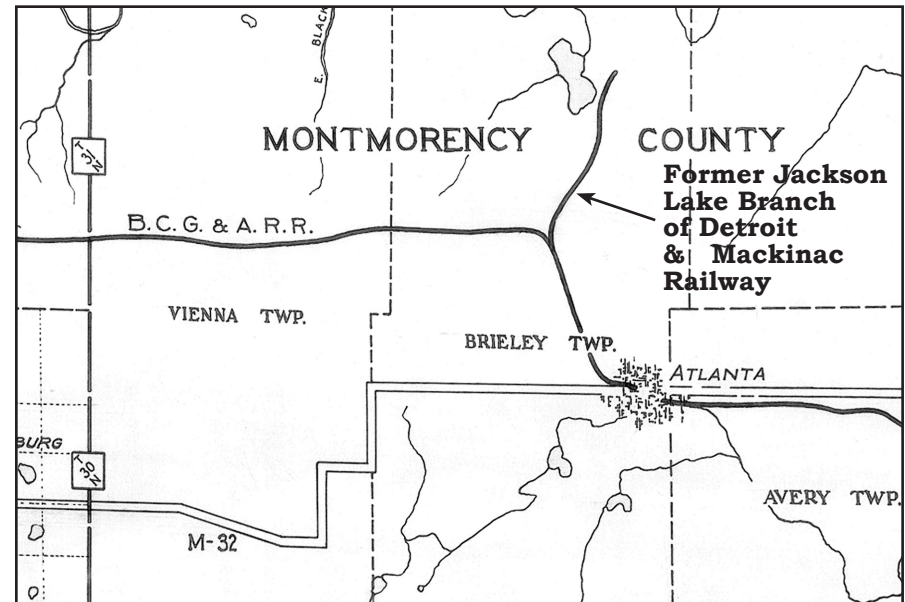
Figure 7-3, part of A. J. Farmer's 1909 *Map of Railroads-Lower Peninsula of Michigan*, appears to show a connection between the Thumb Lake Branch and Vanderbilt. However, the link is not a direct one; it is made via the Buell Branch of the Michigan Central Railroad (MC), which was installed in 1901.

Few credible maps of the railroad have come to light for the time period when it was the BC&SE. Figure 7-4 comes from another part of the 1901 *Plat Book of Charlevoix County, Michigan*. The track plan at Boyne City is visible.





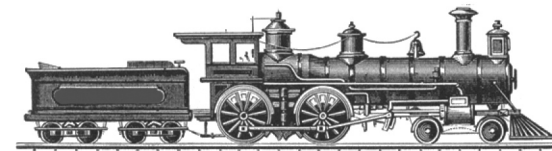
7-5 1911-27 MC-Mackinaw Div. and Branches



7-6 1930 Michigan Central Railroad Map

Figure 7-5 appears courtesy of the Bentley Historical Library and James Harlow. It is a small part of *M. C. R. R. Office Chief Engr. Mackinaw Division and Branches* and is dated 12 August 1911, with corrections through 1927. While the map is fairly accurate in displaying MC grades, representation of other lines is not necessarily to scale. This image probably represents the situation in southern Charlevoix and northern Antrim Counties in 1911. Grades west of the Headquarters Branch, in Antrim County, are included.

James Harlow also provided the image reproduced in Figure 7-6. It is part of a 1930 MC map showing a portion of the MC's Johannesburg Branch, which was slated for abandonment at that time. This part of the map, north of Atlanta in Montmorency County, displays a branch of the BCG&A. The northern portion of that branch appears to occupy part of the former Jackson Lake Branch of the Detroit & Mackinac Railway, which had been abandoned in 1903.



## Manistee's Railroads

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A map of the three railroads described in this chapter appears on page 35.

### Manistee & Luther Railroad

In the latter half of the 1880s, Manistee was the origin of three small regional railroads: the Manistee & Luther Railroad (M&L), the Manistee & Northeastern Rail Road (M&NE), and the Manistee & Grand Rapids Railroad (M&GR). Each served the needs of a particular logging interest: the M&L was associated with Richard G. (R. G.) Peters; the Buckley & Douglas Lumber Company sponsored the M&NE; and the M&GR was built by John Canfield. The owners of all three lines had previous experience with smaller, local logging railroads.

What was to become the M&L is mentioned in the 25 February 1885 *Lumbermans Gazette*. At that time, the line had begun operations as the Manistee & Copley Mills Railroad (Copley Mills was in Lake County, west of Luther). The publication reported the line to be narrow gauge; logging operations were under way in Section 12 of Lake County's Peacock Township. The Manistee Branch of the Grand Rapids & Indiana Railroad (GR&I) had already reached Copley Mills, a settlement which would soon become Carey. That village was named for Henry W. Carey, a director of the GR&I. Figure 8-1 locates various features in the neighborhood of Carey and Luther.

Subsequently, Carey became Careyville; in the 21<sup>st</sup> century, the name is spelled Carrieville. Ephraim J. Copley established a sawmill there about 1884, after selling his interest in Wexford County's Round Lake Railroad. Copley also installed a 2.5-mile narrow gauge logging railroad that year. It terminated at his mill, on the South Branch of the Manistee River.

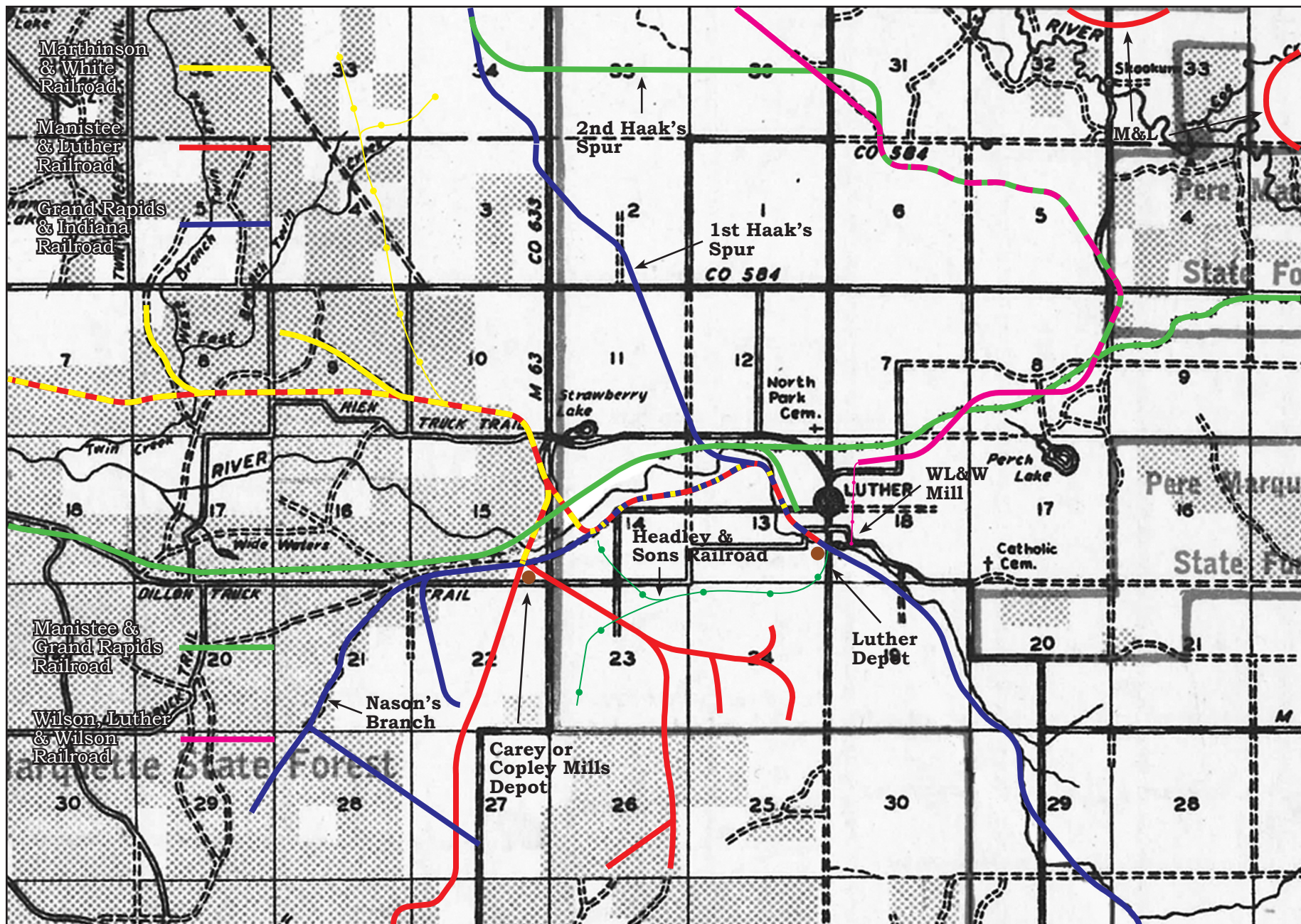
Meanwhile, R. G. Peters incorporated what had been the Manistee & Copley Mills Railroad on 24 March 1886, and renamed it the M&L. As incorporated, the line would own 40 miles of track between Eastlake, its headquarters and the location of the Peters mill, and

Luther. The 10 July 1886 *Northwestern Lumberman* reports that the M&L planned to link up with the logging railroad of Charles Marthinson and James L. White "and will thus make connections with the G R & I at Luther."

Marthinson & White was a logging outfit based in Grand Rapids. According to the 12 February 1887 *Northwestern Lumberman*, its narrow gauge line was called the Copley & Manistee Railroad; it was 6 miles long in 1886 and owned two Lima Shay engines. Though no recorded deed confirms the sale, it seems likely that sometime between 1884 and 1886, E. J. Copley sold his 2.5-mile railroad to Marthinson & White. The new owners lengthened it until it reached as far west as Section 12 of Peacock Township. The 1887 Fifteenth Annual Report of the Commissioner of Railroads of the State of Michigan, reporting the situation at the end of 1886, noted that the mainline of the M&L ended at "M. & W. Junction." Again, no deed was recorded for the sale of the railroad of Marthinson & White to the M&L. But the names of Marthinson and White no longer appear in Lake County deed records after 1887. That was so, because the M&L was using the Marthinson & White right-of-way to reach both Carey and Luther.

It is reasonable to ask what path the M&L used to enter Luther. The answer is contained in a deed executed 18 June 1883. Therein, Marthinson & White bought the right-of-way for "A strip of land 100 feet wide, 50 feet on either side of the center line of the Manistee Branch of the Grand Rapids & Indiana Railroad as now located on, over and across the East half of the Northeast Quarter of Section 14, 19N, 12W." That document was not recorded until 16 March 1886 and can be found on page 498 of Lake County Deed Book #14. The quoted description coincides precisely with the right-of-way already in use by the GR&I. Thus, the track eastward, from that point in Section 14, to Luther, must have been dual gauge (both standard and narrow). The deed was probably recorded (almost three years after the original document was signed) so that the right to use this track would pass to the M&L when it took over the Marthinson & White railroad. Dual gauge rails may have eventually continued past





8-1 Railroads at Carey and Luther



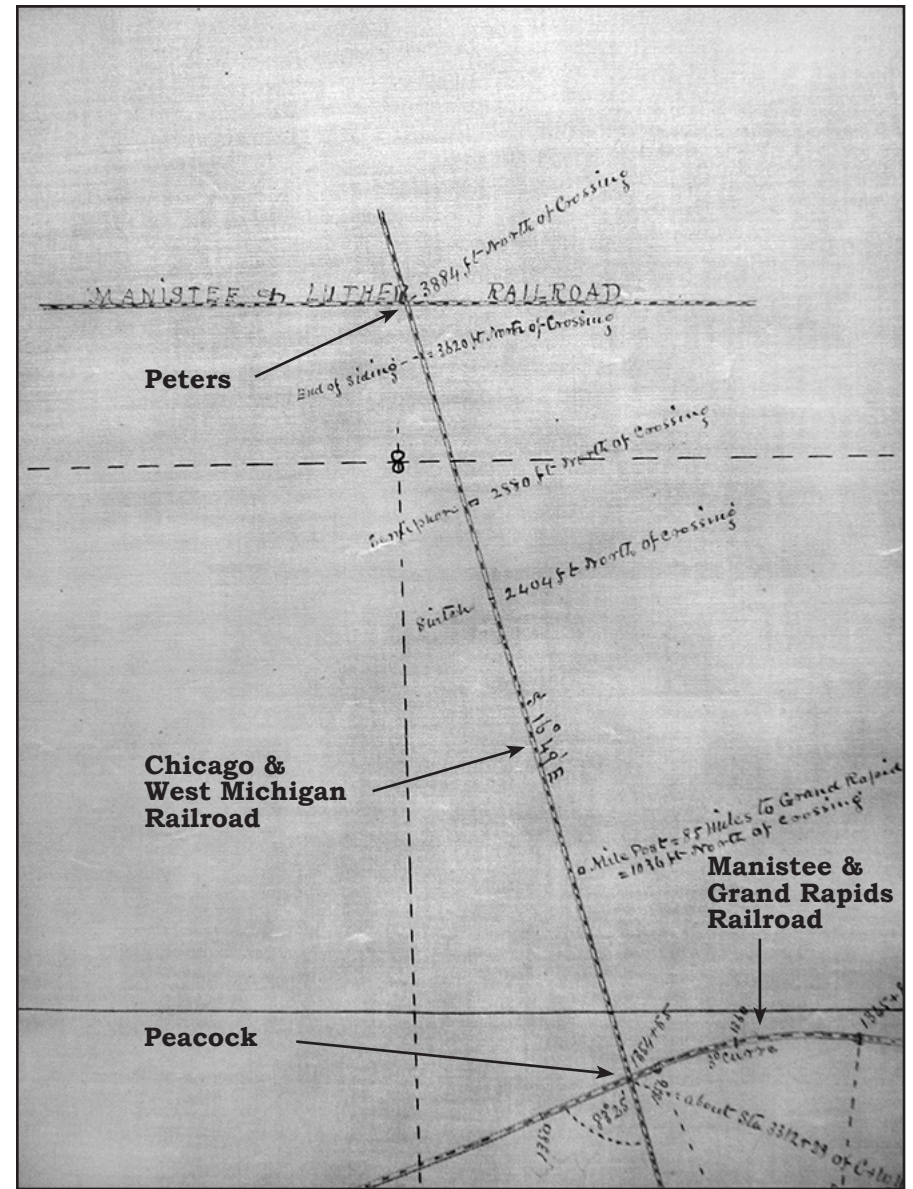
the Wilson, Luther & Wilson Wood Extract Company plant on the southwest side of Luther, to reach the GR&I depot at Luther. The depot was on the south side of Luther and is visible in Figure 3-2.

By the time the 1888 annual report of the Michigan Railroad Commission was published, the M&L mainline in Lake County had reached the south line of Section 26 in Newkirk Township (Township 19 North, Range 12 West). This was more than two miles south of Carey. Somewhat later, a new mainline to the south was constructed. It was approximately 1.5 miles west of the original route, from which it diverged immediately south of the Carey. Annual reports of the Michigan Railroad Commission, between 1887 and 1897, indicate that during those years, the mainline of the M&L crossed the Manistee Branch of the GR&I at Carey. The 1894 report also notes that the newer grade, west of the original one, reached as far south as Section 21 of Cherry Valley Township (Township 18 North, Range 12 West).

Figure 8-2, from Cram's 1889 *Michigan*, confirms that Copley Post Office was located at Carey. It also demonstrates that a branch of the M&L left the mainline a few miles west of Carey and headed



8-2 1889 *Michigan* by Cram



8-3 1891 Map Showing Location of Peters



northeast. That branch accessed lands that R. G. Peters still owned when the 1900 *Map of Lake County, Michigan* was published by The Consolidated Publishing Company of Minneapolis, Minnesota.

1893 is the first year when the annual report of the Michigan Railroad Commission mentions that the M&L crossed the recently completed Chicago & West Michigan Railroad (C&WM) in Section 8 of Peacock Township. The place of crossing became Peters Station, approximately 0.7 mile north of the future site of Peacock Station (which was constructed later, at the place where the C&WM and M&GR crossed). The location of Peters Station can be seen in Figure 8-3, which is part of the 1891 *Map Showing the Location of the Manistee and Grand Rapids Railroad in Lake County, Michigan*. This map is preserved at the Archives of Michigan.

The 1894 annual report of the Michigan Railroad Commission listed three branches belonging to the M&L. The first and second were in Lake County. Branch one was 8 miles long and commenced in Section 11 of Peacock Township; it terminated in Section 15 of Eden Township. Branch two was 7 miles in length and came off the eight-mile branch in Section 2 of Peacock Township; it ended in Section 18 of Eden Township. Branch three was 3 miles long and located in Mason County. It extended, in Meade Township, from Section 23 to Section 27.

Nowadays, remnants of the M&L are particularly difficult to find near Luther and Carrieville. However, traces can be seen in one particular place, approximately 0.5 mile north of Carrieville. Figures 8-4A and 8-4B come from the same 1999 aerial photograph. Figure 8-4B demonstrates abandoned M&L grades with red lines.

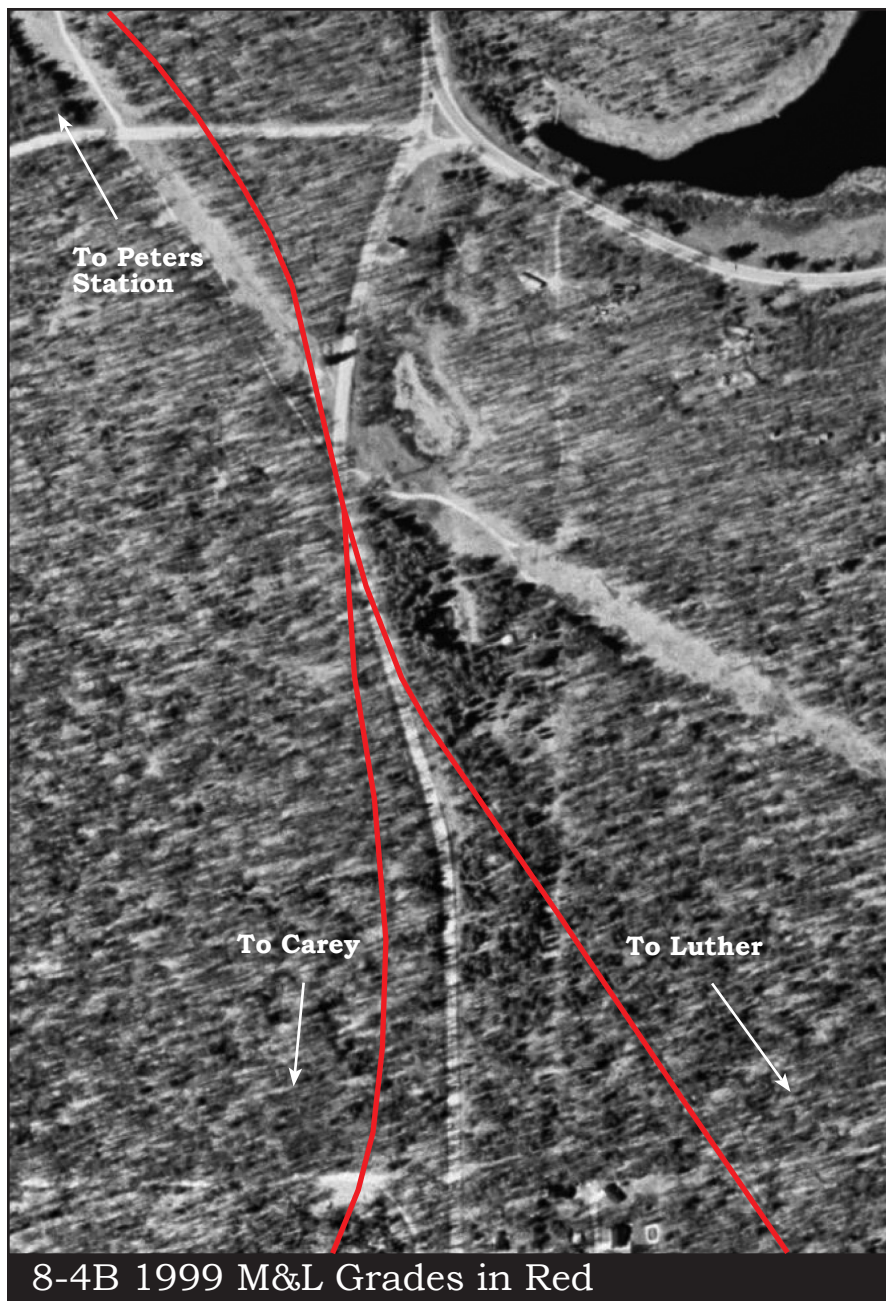
As the harvest of Peters' timberland near Carey and Luther was completed, the old M&L mainline was abandoned back to a point in southern Manistee County. A new mainline was constructed to the east, leading to Hoxeyville in Wexford County. From there, branch lines radiated in several directions. One reached down into the northeast corner of Lake County, where it turned east to terminate in the northwestern part of Osceola County. M&L engine #1, the *Monkey*, is displayed in Figure 8-5. The image was made at the yard in Hoxeyville and is part of the Claude Stoner Collection, at the Bentley Historical Library.

Differences between the 1897 and 1898 annual reports of the Michigan Railroad Commission suggest that the M&L track east of



8-4A 1999 Aerial Photograph North of Carey





8-4B 1999 M&L Grades in Red



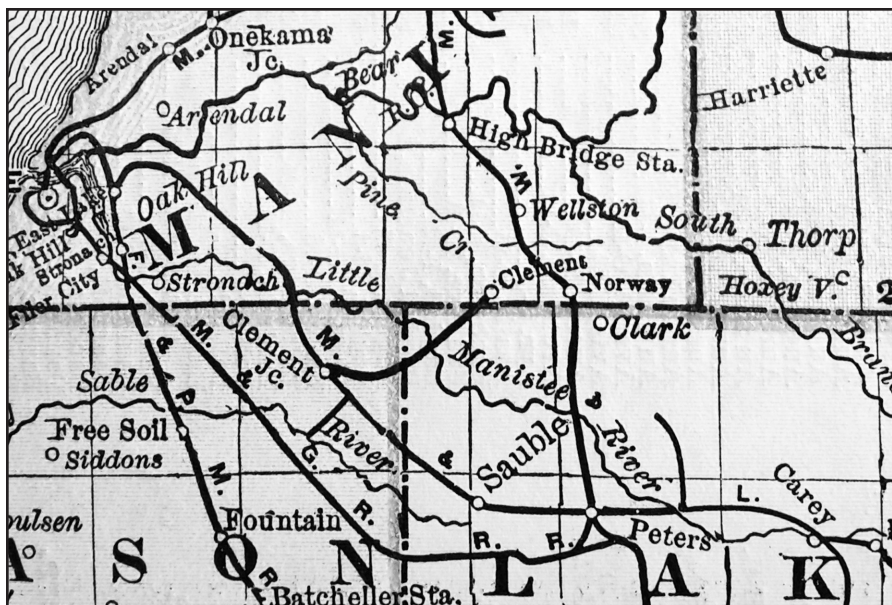
8-5 Undated-The Monkey at Hoxeyville Yard

Peters Station was pulled up sometime in 1897; during that same year, the new mainline to Hoxeyville was placed in service.

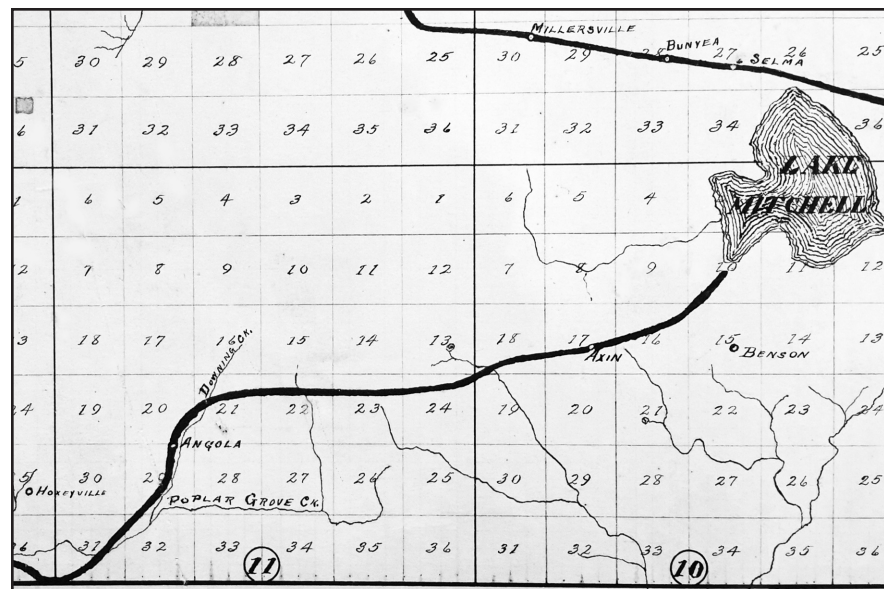
The Hoxeyville mainline replaced an earlier branch line that terminated at Clement. Clement, in Manistee County, was situated in Section 26 of Norman Township (Township 21 North, Range 14 West). Installed during 1887, that branch had exited the mainline to Carey and Luther at Clement Junction, in Mason County. Figure 8-6 is part of Pond's 1895 map of Michigan; it displays both Clement Junction and Clement.

From Hoxeyville, a number of branches led east, north, and south. The Cadillac Branch probably reused parts of the abandoned Osceola, Lake & Wexford Railroad. Figure 8-7 includes the Cadillac Branch as it appeared in a map published by Cram in 1895. That branch went all the way to Lake Mitchell, as seen in Figure 8-8, part of a 1912 Lower Michigan forest fire zone map preserved at the Bentley Historical Library. Figure 8-7 also illustrates another branch which reentered Lake County. Dolan's Camp was located along that right-

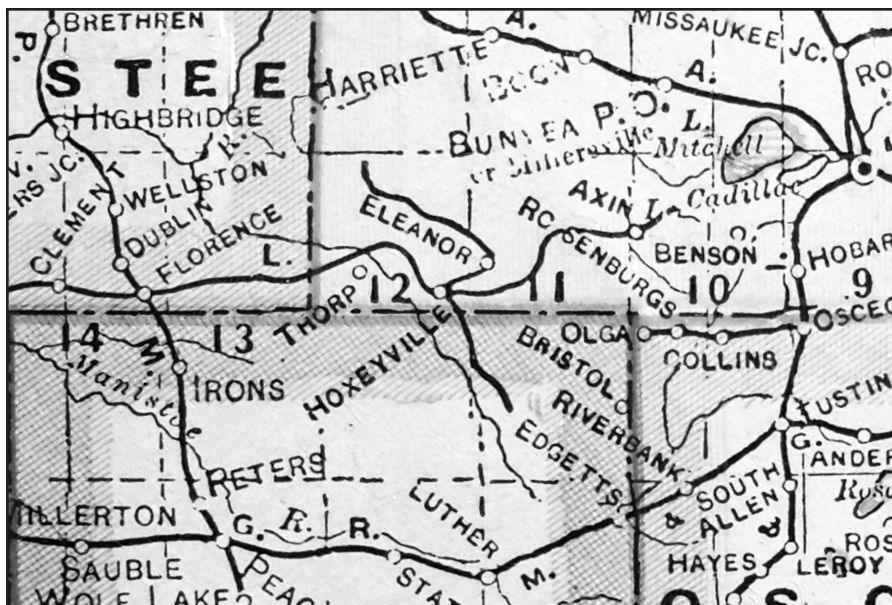




8-6 1895-Location of Clement and Clement Jct.



8-8 1912 Michigan Fire Zone Map



8-7 1895 Cadillac Branch on Map by Cram



8-9 1902 M&L in Northeast Lake County



of-way. It is visible in Figure 8-9, which is part of the 1902 Rand McNally *New Business Atlas Map of Michigan*.

After the Peters timberland was completely harvested, the railroad was abandoned officially on 30 November 1913.

### **Manistee & Northeastern Rail Road**

The Manistee & Northeastern Rail Road (M&NE) was incorporated 7 January 1887 by Edward Buckley and William Douglas. Buckley's long-time business partner, Charles F. Ruggles, provided much of the capital for the venture. Traverse City was the destination selected for the railroad and the line was completed to that place in June of 1892. The name was amended 30 Jan 1904 to become the Manistee and Northeastern Railroad.

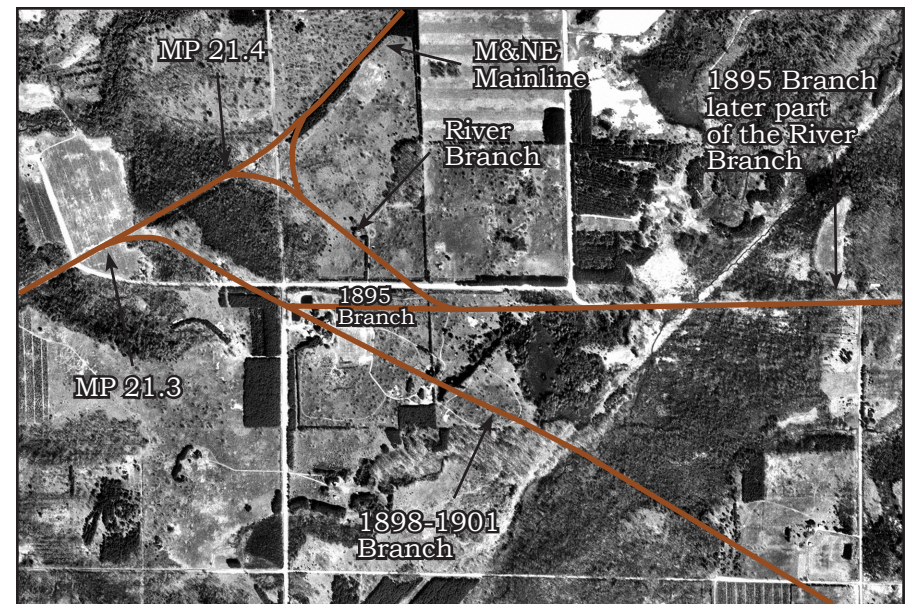
This was a fairly large railway with several major branches. Within Manistee, two branches travelled south: the Lake Shore Branch went southwest along Lake Michigan; the Filer City Branch led southeast to terminate at Filer City. From Manistee, toward the northeast, branches off of the mainline were named: Onekama, Bear Creek, Manistee River, and Betsey River in Manistee County; Twin Lakes, Long Lake, and Filers in Grand Traverse County; Platte River in Benzie County; and Provemont and Northport in Leelanau County. Dates of construction and abandonment of these branches are documented precisely in Michigan Railroad Lines and are not restated here. Material will be covered here which has received less extensive discussion in the past.

In 1890, the Bear Creek Branch entered territory that was already partially logged, at the northern end of the former Buckley & Douglas Railroad (B&D). The narrow gauge B&D line had just been abandoned in 1889, perhaps in anticipation of construction of the Bear Creek Branch. A review of maps from that era suggests that in building this branch, some B&D grades were relaid with standard gauge track. The Bear Creek Branch served not only Buckley & Douglas logging camps, but also camps operated by John Canfield. By 1895, the Bear Creek Branch was 8 miles long. It was removed during 1898 and 1899.

Switches to two separate branch lines were present (probably not at the same time) along the mainline, approximately 1.5 mile northeast of Kaleva. This area is visualized in Figures 8-10A and 8-10B, which come from a 1992 aerial photograph. Aids, Gifts, Grants and



8-10A 1992 Aerial Photo Northeast of Kaleva



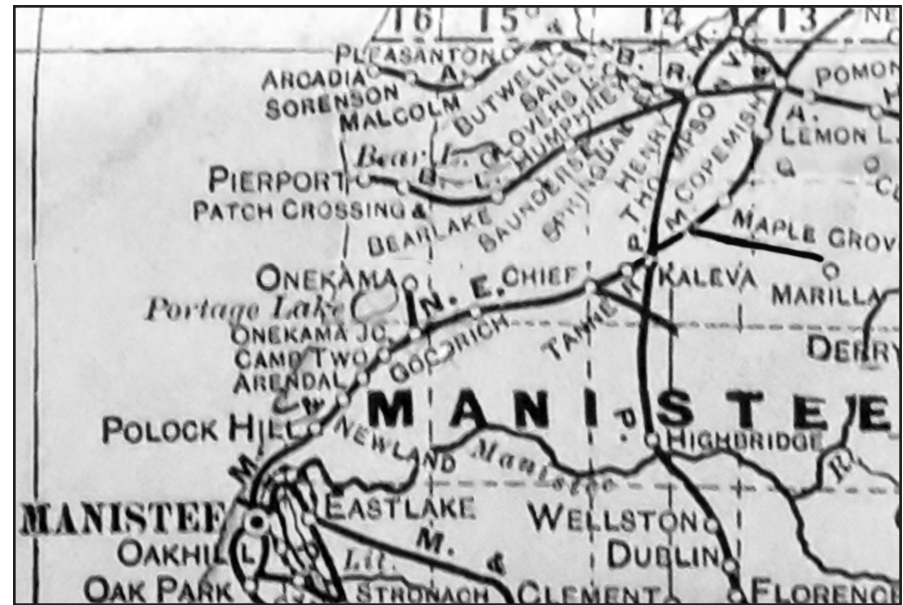
8-10B 1992 Aerial Photo with Grades Added



Donations to Railroads confounds our understanding of this area by implying that both branches originated at the same spot, “1½ miles N. of Kaleva.” In fact, the switches were 0.1 mile apart.

The earliest branch, at mile post 21.3, was placed in 1895. Four miles in length, it headed east to an “Easterly Forest Terminal.” In a footnote, Aids, Gifts, Grants and Donations to Railroads states that it was part of the Manistee River Branch. However, that description would not have been correct until 1903, when construction of the Manistee River Branch actually began, and part of the 1895 grade was incorporated into it. There is little doubt that this branch had a different name in 1895, but that designation has not been discovered. Of the two switches visible in Figure 8-10B, the one installed in 1895 was nearer Kaleva.

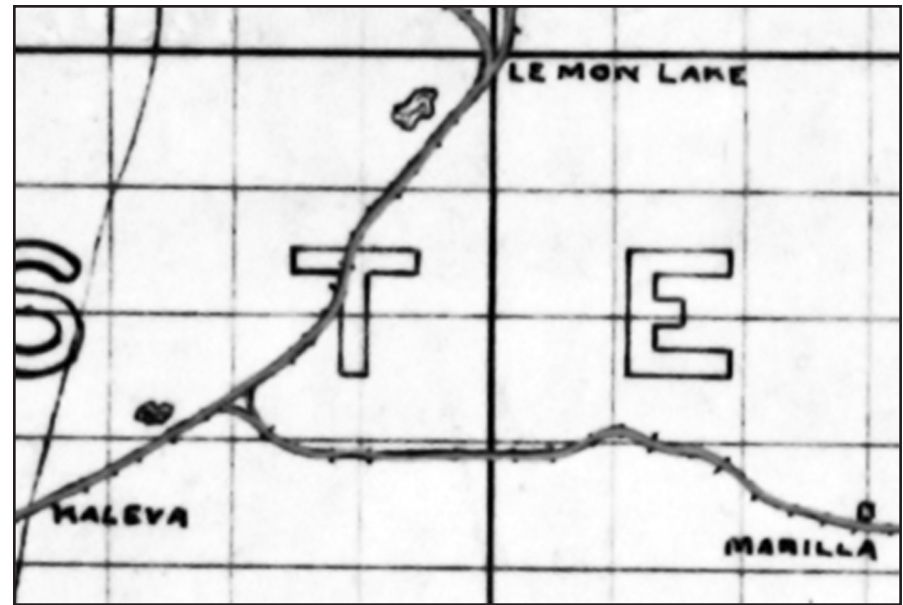
While the Bear Creek Branch to the Buckley & Douglas camps was being removed, about 1898, temporary access to those camps was provided by constructing another new grade. This three-mile track exited from the right-of-way originating at mile post 21.3 and travelled southeast to the camps. Aids, Gifts, Grants and Donations to Railroads reports that it was operated between 1898 and 1901.



8-12 1903 *Michigan* by Cram



8-11 1902 Branch Origin at Mile Post 21.3



8-13 1910 Manistee River Branch

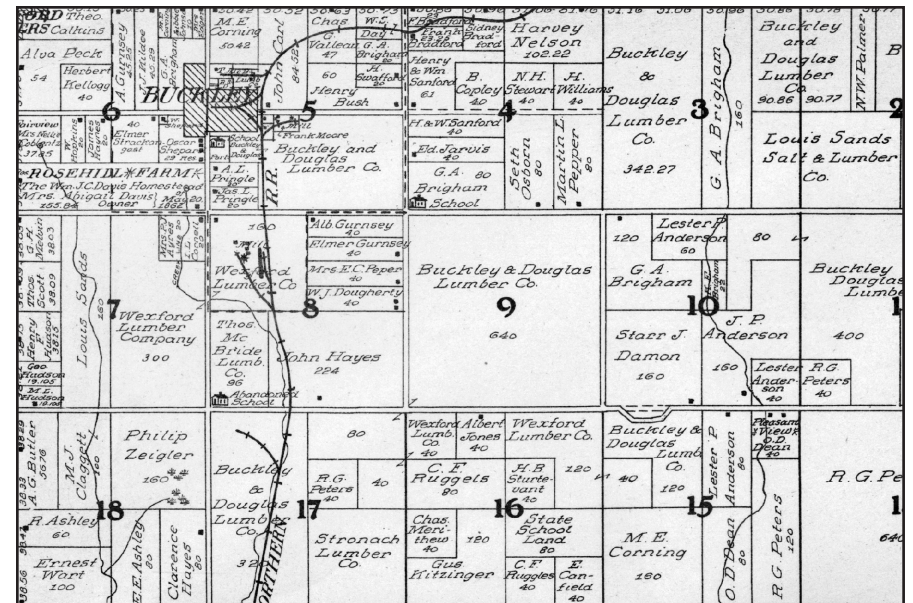
It also notes that operations were discontinued over that track in 1901; however, the right-of-way was not abandoned. The grade was still evident in Figure 8-11, a portion of Rand, McNally & Company's 1902 *Michigan*.

In the 20<sup>th</sup> century, the Manistee River Branch provided a renewed source of logs for the Buckley & Douglas mills at Manistee. Its construction commenced in 1903, using several miles of the branch constructed in 1895, and taken out of service in 1901. A new switch, at Milepost 21.4, was utilized, replacing the one made inactive in 1901 at mile post 21.3. Later in 1903, the Manistee River Branch reached Glengarry, in Wexford County. Figure 8-12, from Cram's 1903 *Michigan*, shows the right-of-way completed to approximately Marilla in Manistee County. In this figure, the Bear Creek Branch is still displayed, originating at Chief. Figure 8-13, courtesy of the Archives of Michigan, is part of *Map of M. & N-E.R.R. and Connections. 1910*. It also contains the Manistee River Branch between its origin and Marilla.

Moving eastward along the Manistee River Branch brings us to Buckley, in the northwest corner of Wexford County. This village was called Wexford when the branch reached there in 1904. It had become Buckley, a hub for logging and sawmill operation when Figure 8-14 was produced. This figure is part of Hanover Township, and comes from the 1908 *Standard Atlas of Wexford County*. It is consistent with several spurs coming off the Manistee River Branch in Section 5 of Hanover Township. The timber harvest had probably been completed along these spurs by 1908.

At one time, the spur leading to the west side of Buckley extended northwest into Grand Traverse County, in Section 36 of Grant Township. The spur heading east, in the south half of Section 5, probably had been used previously to access Buckley & Douglas timber in the south half of Section 5, in Sections 9 and 27, and in most of Section 35, in Hanover Township. Although the course of this spur could not be precisely verified using 1992 aerial photography, the spur was represented in the publication *SPV's Comprehensive Railroad Atlas of North America-Great Lakes East*.

In Figure 8-14, the Manistee River Branch appears to curve northeast in Section 4 and then pass into Grand Traverse County. How far that track penetrated into Grand Traverse County is not clear. Figure 8-15 is part of the *Map Showing the Route of the M. & N. E. R. R. in Northwest Michigan and Proposed Extensions 1899-1906*; it



8-14 1908 Manistee River Branch at Buckley



8-15 1899-1906 Proposed M&NE Extensions



is courtesy of the Bentley Historical Library. Note that the village in Section 5 is still called Wexford. The depicted course of the Manistee River Branch, in Grand Traverse County, is along the southeast side of a tributary to Anderson Creek, in Section 27 of Mayfield Township. None of this grade could be identified in a 1992 aerial photograph.

Evidently, an early plan was to have the Manistee River Branch terminate at Summit City, as seen in Figure 8-16, a portion of Cram's 1907 *Michigan*. Cram's 1912-13 *Map of the World*, part of which is reproduced in Figure 8-17, implies that at some time, Westminster was also considered as a destination.

Farther east, just inside Grand Traverse County, the Manistee River Branch gave off a spur which travelled southeast, back into Wexford County. There, it traveled from Section 6 to Section 1 in Liberty Township. Figure 8-18, from the 1914 *Atlas of Wexford County*, illustrates the path of this spur.

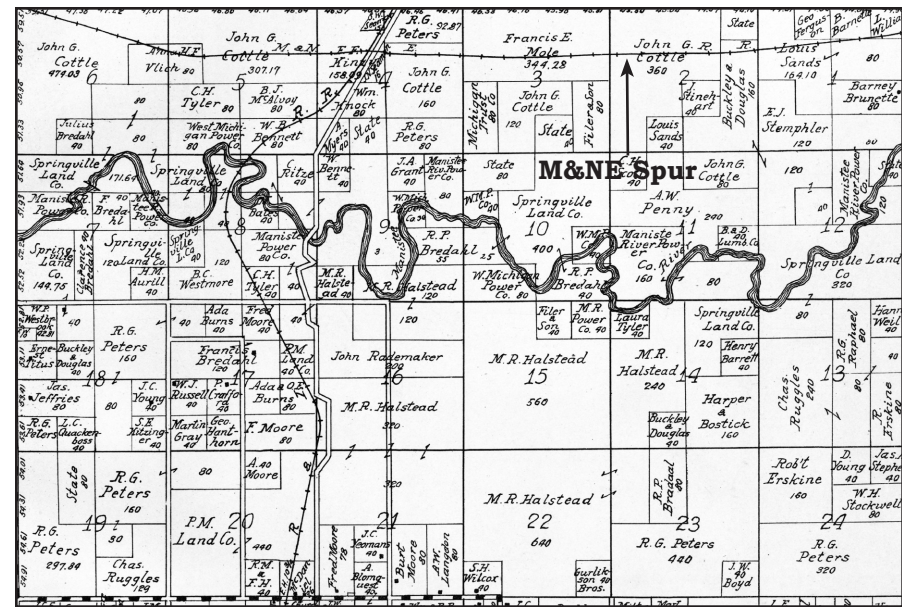
Near Grayling, in Crawford County, the Manistee River Branch passed through territory that had already been logged thoroughly. The branch reached Grayling in 1910. In 1914, the Michigan Central Railroad (MC) began sharing use of M&NE track between



8-17 1912-13 from Map of the World by Cram



8-16 1907 *Michigan* by Cram



8-18 1914 M&NE Spur in Liberty Township

downtown Grayling and Portage Junction. From Portage Junction, the MC's Portage Lake Branch headed south to what would soon become Camp Grayling.

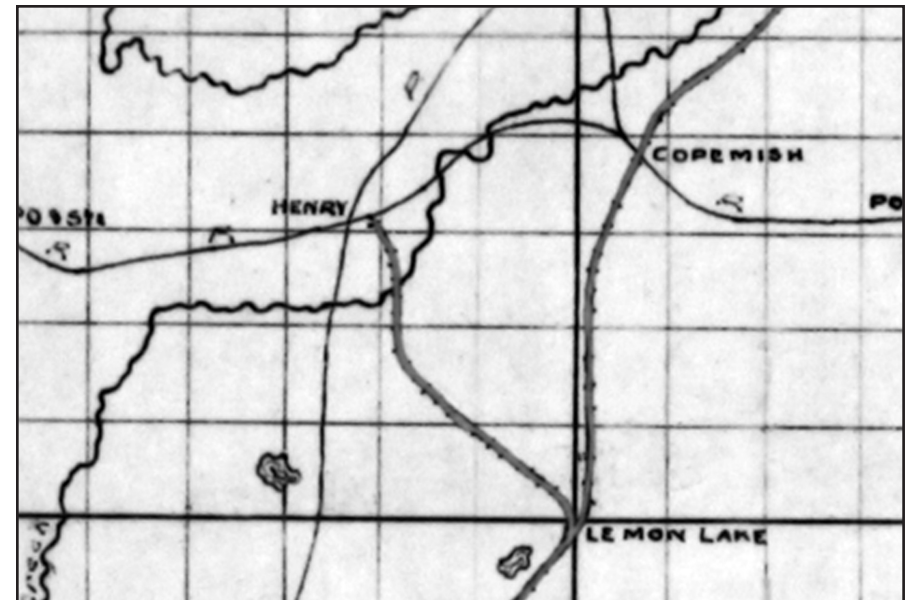
When first built in 1900, the Betsey River Branch diverged from the mainline at a point approximately 1.0 mile south of Copemish. After passing through Henry, it terminated in Benzie County. Although this entire branch was abandoned in 1904, a new M&NE right-of-way, with a terminal at Henry, was in place by 1910. It originated from the mainline at Lemon Lake. A specific name for this apparent branch line has not been discovered. Figure 8-19, courtesy of the Archives of Michigan, shows the later M&NE grade serving Henry as it appeared in *Map of M. & N-E.R.R. and Connections. 1910.*

Immediately north of Interlochen, in Grand Traverse County, a branch travelled northeast from the mainline. Its name could not be determined. It appears in Figure 8-20, which is part of Rand McNally's 1895 *Michigan*. Approximately 1.0 mile farther north, the Long Lake Branch wound its way northeast to Long Lake. That branch had not yet been put in service when the map in Figure 8-20 was produced.

In Benzie County, the Platte River Branch originated at a place called Shermans Mill. The branch first appeared in the 1900 annual report of the Michigan Railroad Commission. Shermans Mill is visible in Figure 8-21, another portion of the *Map Showing the Route of the M. & N. E. R. R. in Northwest Michigan and Proposed Extensions 1899-1906.*

The Northport Branch, in Leelanau County, was acquired in 1919 when the M&NE leased the former Traverse City, Leelanau & Manistique Railroad from the Leelanau Transit Company. In June, 1903, that track had been completed between Hatch's Crossing and Northport. Construction between those two points had been carried out under the direction of the Grand Rapids & Indiana Railroad.

After years of diminishing freight and passenger revenue, the Interstate Commerce Commission allowed the M&NE to abandon the Manistee River Branch on 1 July 1925. The remainder of the M&NE was reincorporated 4 September 1926 as the Manistee & Northeastern Railway. The reincorporated line was taken over by the Pere Marquette Railway in 1931. The ensuing years of its decline are well documented elsewhere.



8-19 1910 Branch to Henry from Lemon Lake



8-20 1895 Mainline in Grand Traverse County





8-21 1899-1906 Map Showing Sherman's Mill

### Manistee & Grand Rapids Railroad

The Manistee & Grand Rapids Railroad (M&GR) was organized 11 November 1889 with John Canfield as president and general manager. Other prominent Manistee lumbermen and stockholders included E. G. Filer, Louis Sands, and E. N. Salling. Construction began in Manistee, but the line never got anywhere near Grand Rapids. Tracks reached Peacock, in Lake County, by 20 December 1892. There the M&GR crossed the Chicago & West Michigan Railroad (later absorbed by the Pere Marquette Railroad). The charter of the company was amended in 1904 to include a branch line from Luther, in Lake County, to Marion, in Osceola County.

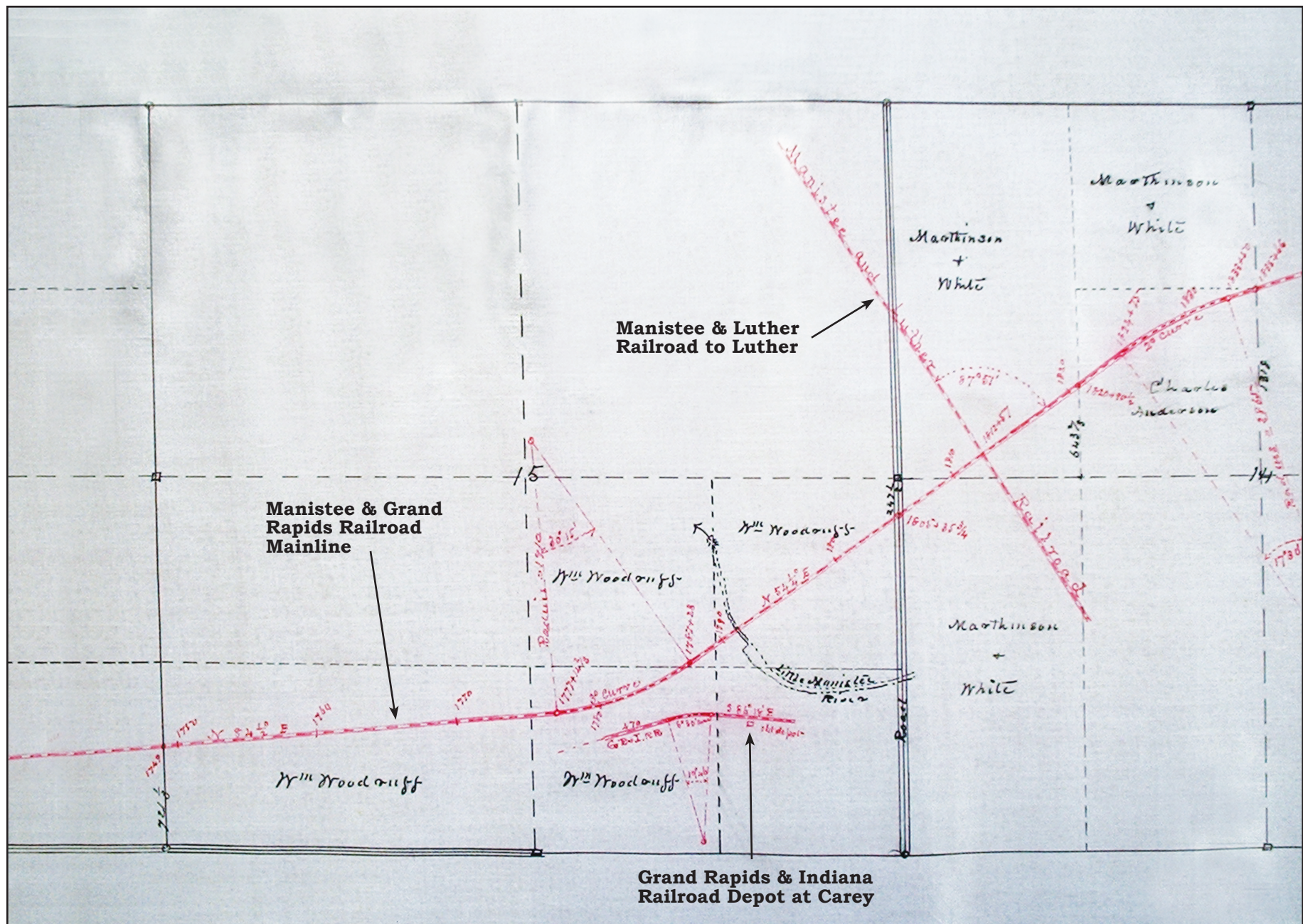
At that time, a Grand Rapids terminal for the mainline was still planned, although no construction south of Luther ever took place. The branch to Marion became, in essence, the east end of the mainline. The railroad was completed into Marion 1 Jan 1906, where it interchanged with the Ann Arbor Railroad. The line did not prosper and was sold at foreclosure on 12 September 1913 to the Michigan East & West Railway, which then abandoned it in 1918.

The regions around Carrieville (Carey) and Luther are visible in Figures 8-22 and 8-23, respectively. Both are part of the circa 1892 *Map of the Luther Extension of the Manistee & Grand Rapids Railroad in Lake County, Michigan*, preserved at the Archives of Michigan. In Figure 8-22, the Manistee Branch of the Grand Rapids & Indiana Railroad (GR&I) is visible low, in the central part of the image. The GR&I station at Carey is seen on the south side of the Manistee Branch as "Old Depot." Figure 8-23 includes the GR&I's Haak's Spur, which was constructed in 1891. Only a small portion of the Manistee Branch of the GR&I, as it existed in 1892, was actually drawn in when this map was prepared. The GR&I's Haak's Spur, and its Manistee Branch between Luther and Carey, were removed in 1899.

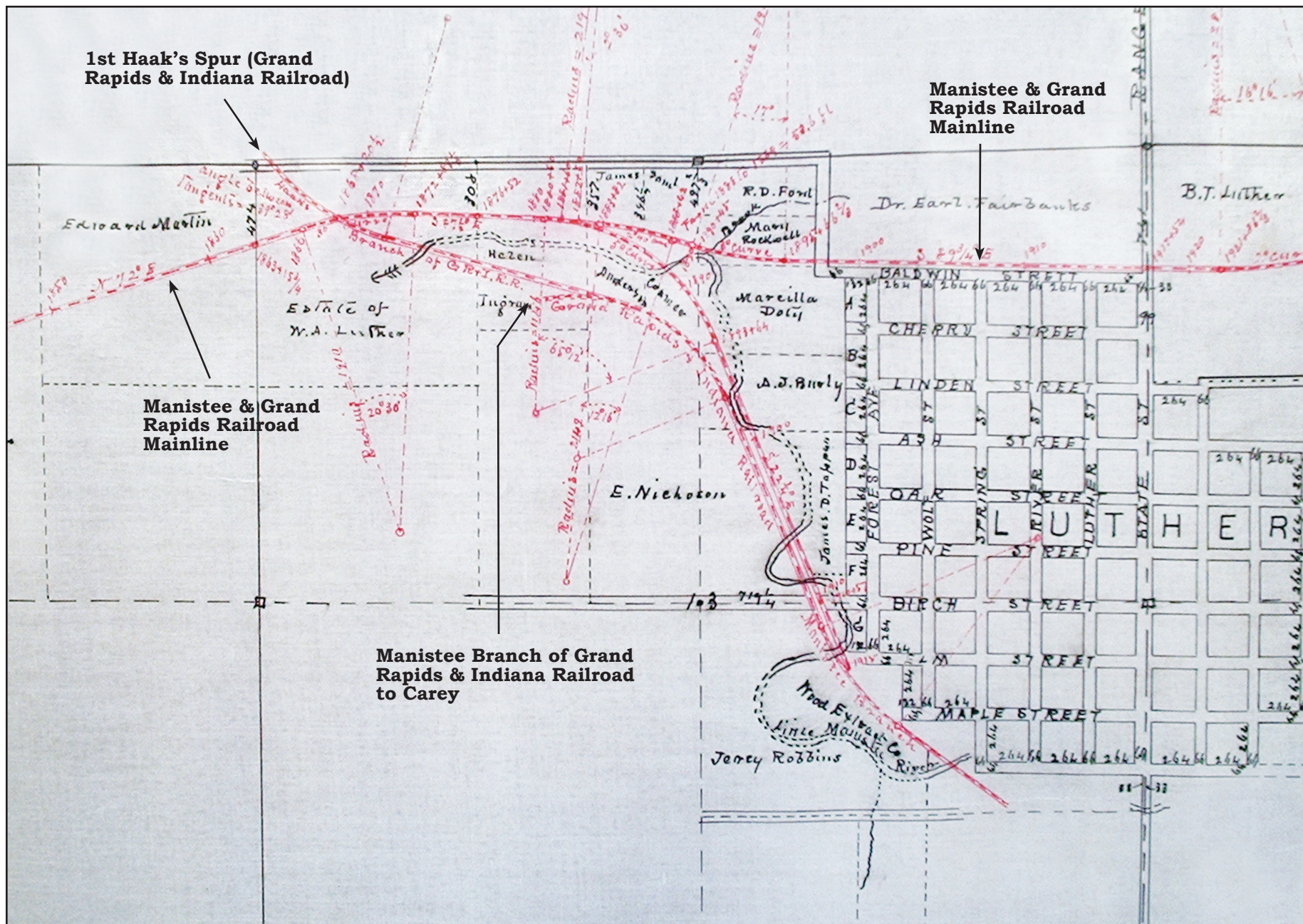
Figure 23-4, part of the 1900 *Map of Lake County, Michigan* should be reviewed now. By that date, the M&GR had built its own spur to Haak's mill, replacing the one removed by the GR&I in 1899. This second Haak's Spur reused some of the abandoned grade of the Wilson, Luther & Wilson logging railroad (WL&W); the WLW is shown on the map presented on page 145. The M&GR's Haak's Spur was removed in 1901.

Within Osceola County, several small branches were used for logging. The Hartwick Branch was the most extensive, reaching as far south as Hicks Lake. Approximately one mile east of Hartwick Switch, the Dennis Brothers Salt & Lumber Company Railroad interchanged cars with the M&GR.











# Alcona County

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## Alcona Logging Railroad

John Millen played a large role in the logging history of Alcona County. For much of his career, he was employed by Russell A. Alger. In 1878, he managed Alger's operation at Harrisville. The Millen Branch of the Detroit, Bay City & Alpena Railroad, constructed in 1886, bore his name.

Sandwiched between 1880 and 1884, Millen was one of the two men who organized the Alcona Logging Railroad (AL). This was a 42-inch gauge, six-mile line developed in 1880 by Ario P. Platt and John Millen. It operated with a 10-ton Porter engine. Reportedly, the railroad led west from the village of Alcona. Platt, who lived in Detroit, supplied financing while Millen was the operating manager for the enterprise.

Remarkably, from 1880 until 1884, neither the AL nor its owners appeared as grantee in any deed recorded for property located immediately west of the village of Alcona. On the other hand, in 1882, Platt & Millen did purchase land in the western part of Alcona County. Therefore, the exact course of the AL during those years is a matter of conjecture. Perhaps logs were delivered to the James Beard & Company sawmill in Alcona, or shipped out via Lake Huron.

In 1884, Platt & Millen extended the AL to the west. They bought rights to the pine timber on Sections 7, 8, 9, and 18 of Haynes Township. Much of that land had been acquired previously by James R. Beard, in 1881. Possibly, rails were relaid on Beard's abandoned grade.

In 1884, Platt & Millen purchased additional timberland in the western part of Alcona County. This included properties in Sections 22, 25, 26, 28, 35, and 36 of Mitchell Township (Township 27 North, Range 5 East) as well as Section 6 in Millen Township (Township 26 North, Range 6 East). But the partners built no more segments of railroad themselves. Spurs from the Au Sable & Northwestern Railroad and the Black River Railroad (BR) were used to harvest these tracts.

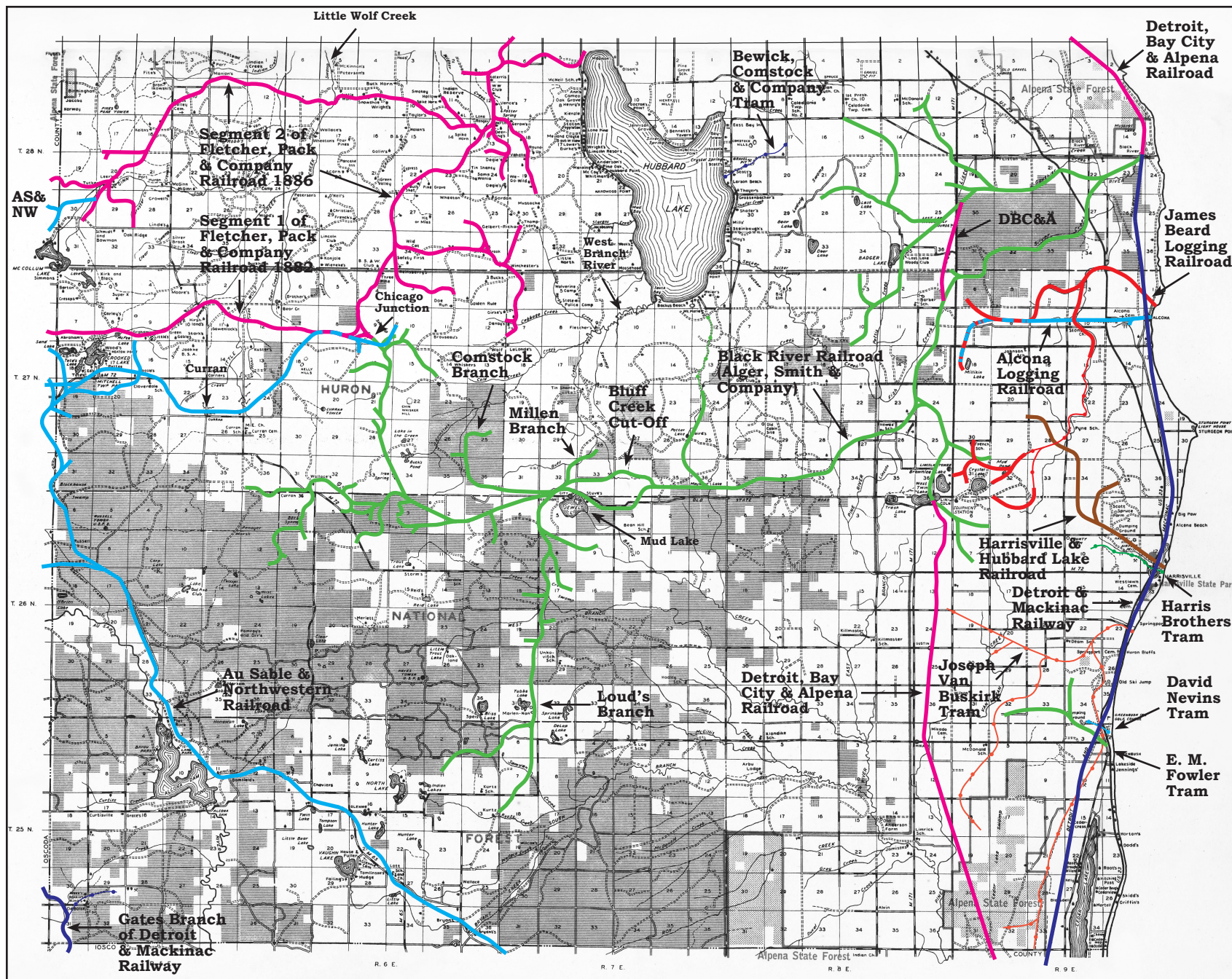
## Russell Alger Railroads

Alger, Smith & Company was a Detroit firm composed of Russell A. Alger, Martin S. Smith, and George W. Bissel. The organization built two railroads in Alcona County. Alger also played an important role in the creation of the Detroit, Bay City & Alpena Railroad, becoming president of that line.

The Harrisville & Hubbard Lake Railroad (H&HL) was the first of these two railways. It was a 42-inch gauge tram road powered by horses; it terminated at Harrisville, on Lake Huron. The 18 July 1876 issue of the *Detroit Free Press* reports that three miles of track were under construction. [Michigan Railroads & Railroad Companies](#) notes that the line ran in a northwesterly direction from Harrisville. The 12 July 1877 edition of *Lumbermans Gazette* mentions that log cars ran on track made by spiking iron strips onto maple timbers. There was a sawmill at the southeast end of the tram road, and full-length pine logs were also sent to Lake Erie ports by raft. Those logs were used for fabricating ship masts and spars. The H&HL can be seen as the abandoned grade highlighted in Figure 9-1, which comes from the 1901 Geological Survey Map of Alcona County. The 9 March 1878 issue of *Lumbermans Gazette* explains that the railroad was six or seven miles long and, by then, was using iron "T" rails and a locomotive. [Michigan's Logging Railroad Era, 1850-1963](#) states that the mileage operated in 1878 was sixteen. The 15 January 1879 *Lumbermans Gazette* reports that the company had pulled up seven miles of track tributary to Harrisville and moved it to a new logging terminal at the mouth of the Black River. Figure 9-2 is from the 1884 [Tackabury's Atlas of the State of Michigan](#). The H&HL does not appear, but Alger, Smith & Company's second logging road, at Black River, is prominently displayed.

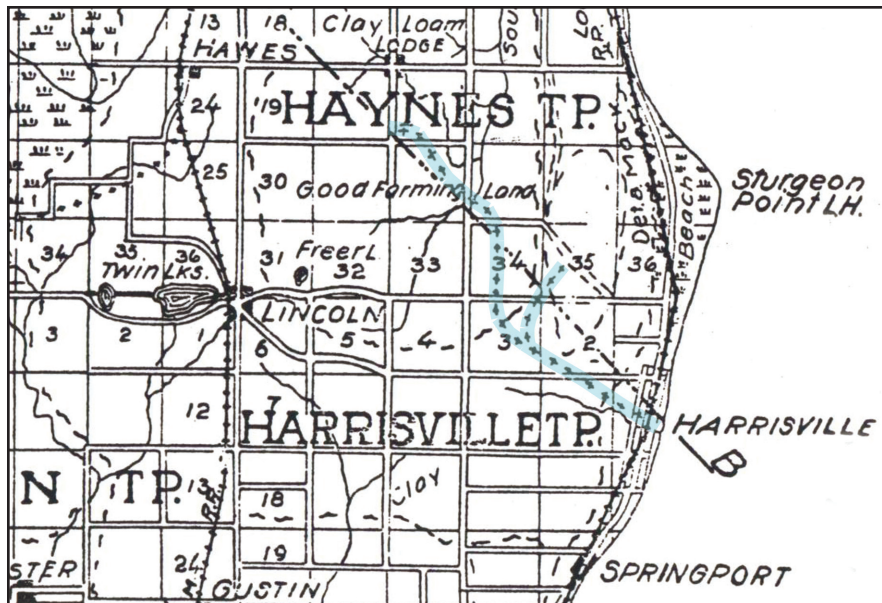
The Black River Railroad (BR) was already in use when the 6 September 1879 issue of *Northwestern Lumberman* was published. It was 25 miles long in 1885; the Detroit, Bay City & Alpena Railroad bought it on 31 March 1886. It became part of the Detroit & Mackinac Railway on 17 December 1894. Figure 9-3 is part of



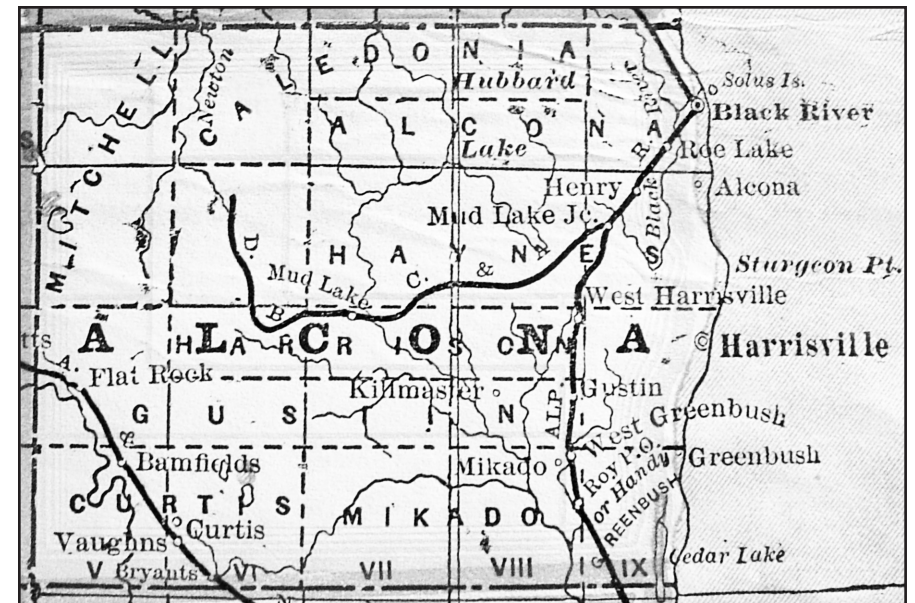


Alcona County Railroads

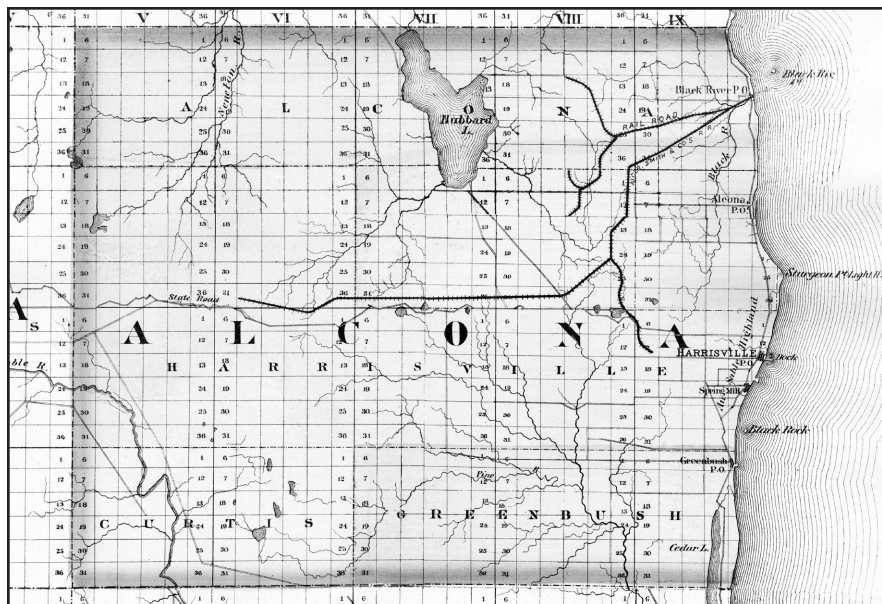




9-1 1901 H&HL Right-of-Way Shaded Blue



9-3 1888 Map of Michigan by Cram & Stebbins



9-2 1884 Alger's Black River Railroad

Cram & Stebbins' 1888 *Map of Michigan*. The portion of the BR that formerly extended west from Mud Lake Junction, past Jewell Lake (identified as Mud Lake in this figure) is labeled "D. B. C. & A. R."

### James Beard Logging Railroad

James R. Beard was a member of the firm Johnston, Haynes & Company, which began a lumbering business and sawmill operation at Alcona in 1865. John Johnston, Elijah R. Haynes, and F. H. Vanderburg comprised the other members of the business. Johnston and Vanderburg left the company in 1871, after which time the enterprise was known as Haynes & Beard. Haynes died in 1875 and the business continued as James Beard & Company. Beard passed away in 1882. Thereafter, the sawmill was operated by F. E. Beard, James' brother, until it burned in 1893.

James R. Beard began the grading for a 42-inch gauge logging railway in May of 1878. That year, the July 15 issue of *Northwestern Lumberman* reports that the line used iron rails and began at a dock near the site of the village of Alcona. It extended to a point two miles behind the town, which would have been in the west half of Section



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10, in Haynes Township. From Section 10, the grade apparently traveled south to lands in Sections 20, 28, 29, 30, 31, and 32. Michigan Railroads & Railroad Companies notes that at one time, the line was ten miles in length.

Aerial photographs from 1998 suggest that from the dock, the right-of-way traveled initially toward the northwest, probably anticipating the harvesting of Beard's timberland in Sections 17, 21, and 28 of Alcona Township (Township 28 North, Range 9 East). However, in an 1881 land swap, those properties were transferred to Alger, Smith & Company, while Beard obtained timber in Sections 6, 7, 8, and 18 of Haynes Township. Those sections were closer to the village of Alcona. The same document granted Beard a right-of-way across Sections 4, 8, and 9 of Haynes Township, and he built a new grade west, to access his recently acquired timber.

The rights-of-way used to reach many of these areas cannot be identified on 1998 aerial photographs, but the original grade to the south seems likely to have followed, in general, the course of the Black River. Other timber, in Sections 26 and 35 of Haynes Township, must have been accessed by currently undiscovered grades.

#### **E. M. Fowler Tram Road**

Eldridge M. Fowler was a Bay City lumberman who harvested pine in Alcona County as early as 1871. The 27 April 1878 issue of *Lumbermans Gazette* notes that he was using a tram railroad in Alcona County. Deeds from 1877 suggest the general location of the tram. The tram's terminal likely was located immediately north of the village of Greenbush. There, Fowler owned property in the north half of Lot 3, in Section 2 of Greenbush Township.

#### **Frank W. Gilchrist Pole Road**

Frank William Gilchrist was an Alpena lumberman and capitalist. Most of his logging operations used the Thunder Bay River to drive logs to Alpena. The 4 May 1878 issue of *Lumbermans Gazette* reports that he was operating a pole tramway that used large, concave wheels. An exact site was not specified, but Michigan's Logging Railroad Era, 1850-1963 implies that it was somewhere in Alpena County. However, there is reason to believe that the location was actually in Alcona County. Gilchrist owned just a few scattered parcels of timberland in Alpena County, most of which were favorably

located near waters tributary to the Thunder Bay River. On the other hand, his holdings in Alcona County were much larger. In 1878, Gilchrist bought most of Sections 20, 21, 28, 29, and a large part of Sections 33 and 34, all in Alcona Township (Township 28 North, Range 7 East). Logs harvested there could have been brought by tram to the west side of Hubbard Lake and then floated north to the outfall of the Lower South Branch of the Thunder Bay River. He also purchased most of Sections 3 and 4, immediately to the south, in Hawes Township. A case heard before the Michigan Supreme Court, in October of 1886, may provide some insight into the location of the Gilchrist tramway in 1878. Therein, Gilchrist was being sued by Bewick & Comstock over an incident that occurred in 1881. Allegedly, Gilchrist had blocked passage of logs on the West Branch River. He had been banking logs downstream from the place where the "North Fork" (assumed to be the Little North Creek) empties into the West Branch River. The banking grounds may have been at the terminal of the pole tramway. Unfortunately, such a right-of-way could not be identified using modern aerial photography.

The 15 February 1889 *Bay City Times* mentions that Gilchrist had two logging camps along the Fletcher, Pack & Company's Hubbard Lake logging railway (Segment 2-see page 64). Those logs also found their way into the Lower South Branch of the Thunder Bay River. One of the camps may have been in the vicinity of Sections 2 and 11 of Mitchell Township (Township 27 North, Range 6 East), portions of which Gilchrist purchased in 1887.

#### **Harris Brothers Tram Road**

Levi O. and Henry H. Harris were sons of Benjamin Harris, who migrated to Harrisville from New York State. Benjamin bought the Holden & Davison mill at Harrisville and operated it as Harris & Sons. After his death, Levi and Henry continued the business as Harris Brothers. The brothers constructed a tram railway that originated at Harrisville. Michigan Railroads & Railroad Companies reports that the line terminated in Section 10 of Harrisville Township. That section also contained the Harris farm. The firm of Harris Brothers was liquidated in 1866, and both men left Alcona County. Levi eventually operated a sawmill at Cadillac.

#### **David E. Mudgett Pole Road**

Michigan's Logging Railroad Era, 1850-1963 contains a reference to a pole road operated in 1878 by David E. Mudgett. It was said to have been in "Greenbush Station District" of Alcona County.

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Mudgett bought land in some of the same sections as did Eldridge M. Fowler (Sections 32 and 33 of Harrisville Township) and it is possible that the two men shared usage of the Fowler tram road.

Mudgett also owned land in Sections 16 and 17 of Greenbush Township. If the pole road were to have been located there, it could not be identified using modern aerial photographs.

### **David Nevins Tram Road**

The 13 April 1878 *Lumbermans Gazette* mentions that the logging operation of David Nevins was based at the village of Greenbush. Greenbush was where his 1.25-mile tram road originated. Almost certainly, that right-of-way led to timber Nevins had recently purchased in Harrisville Township, in the west half of the southeast quarter of Section 34. Nevins continued a small-time logging business in Alcona County until at least 1896, but no further record of his use of a railroad has been found.

### **Joseph Van Buskirk Tram Road**

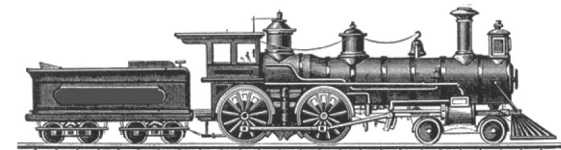
Springport is a small village approximately 1.5 miles south of Harrisville. Historically, it was called South Harrisville. Joseph Van Buskirk established a store and sawmill there about 1865, following his discharge from the Union Army. History of the Lake Huron Shore reports that Van Buskirk also had a mill at Greenbush. Michigan's Logging Railroad Era 1850-1963 reports on Van Buskirk's 1878 endeavor, using a seven-mile skid road to haul logs from the region around Greenbush to his Springport mill. This chute was a slide constructed by placing two larger logs alongside a smaller, central one. After lubrication of the slide with grease, logs were placed into it, fastened together, and hauled by horses in the manner of a train. The 6 April 1878 *Lumbermans Gazette* notes that Van Buskirk had given up using the chute. The article implies that a tram railway would be built.

No map of the Van Buskirk line has been discovered. The Van Buskirk grades shown on page 57 are represented by a dotted line, signifying that uncertainty is associated with those locations. In addition to the line heading south from Springport, Van Buskirk's extensive land holdings to the west and southwest would probably have required construction of tram roads in order to harvest the timber at those locations.

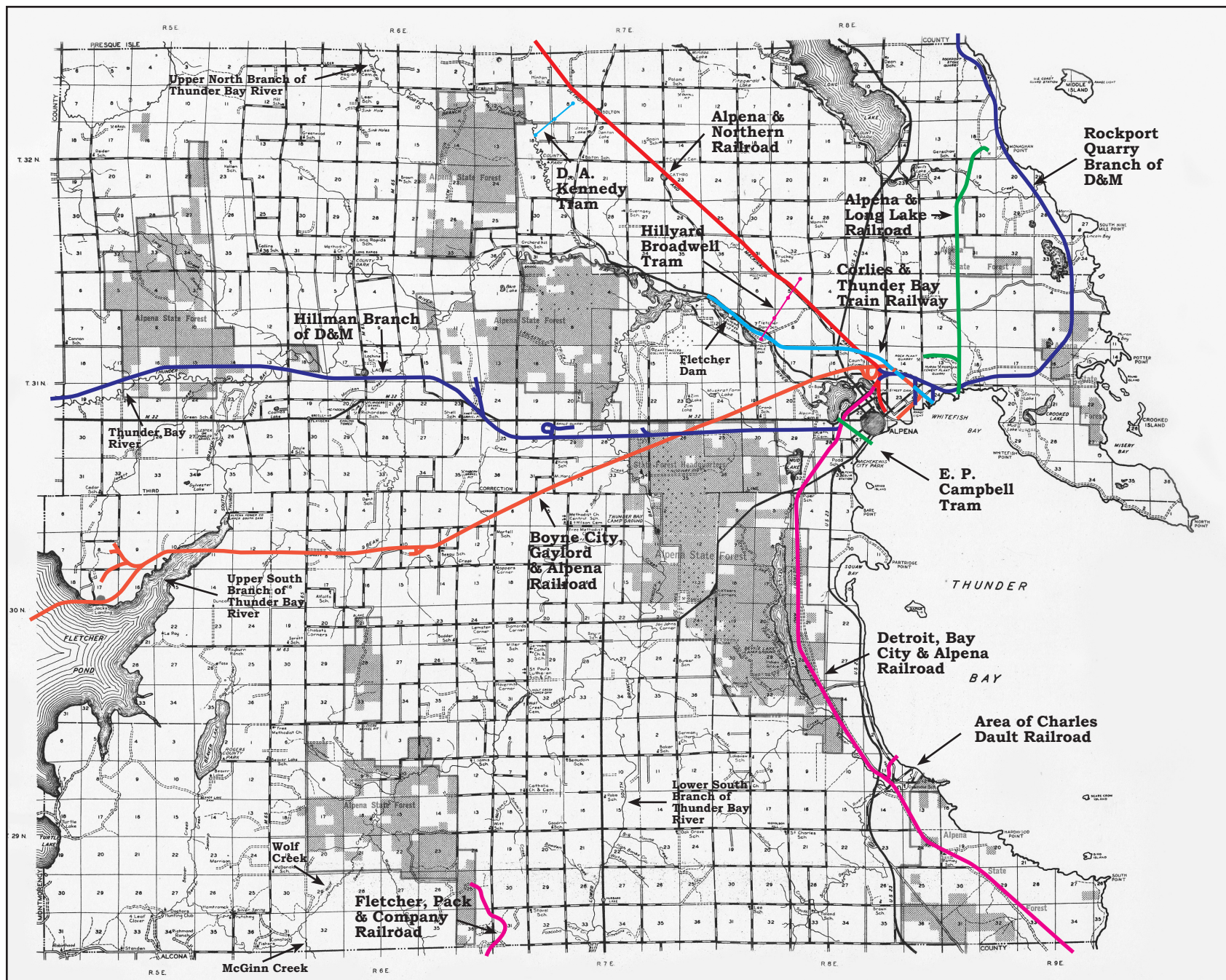
Three sorts of information were used to develop a proposal for the location of the Van Buskirk lines. The process started by mapping his properties, using Alcona County deed records. Next, topographical maps indicated what route would have been practical to use in gaining access to those lands. Finally, aerial photographs occasionally demonstrated features suggestive of old grades.

### **Unidentified Railroads**

Michigan Railroads & Railroad Companies mentions that the Killmaster Railroad was incorporated 11 July 1893. Henry Killmaster was the principal owner of this proposed three-mile line. It was to originate at the Detroit, Bay City & Alpena Railroad, in the southeast quarter of the southwest quarter of Section 25 in Gustin Township, and terminate at the village of Killmaster, in Section 22 of the same township. Six days after it was incorporated, the railroad was renamed and reincorporated as the Lake Huron & Western Railroad. No evidence could be found to suggest that any of this line was built.







## Alpena County Railroads

# 10

## Alpena County

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### Alpena & Long Lake Railroad

The 1900 Michigan Board of State Tax Commissioners, Michigan Railroad Appraisal Record Books describes the Alpena & Long Lake Railroad as seven miles in length, standard gauge, and owning one 1892 Baldwin locomotive. A footnote in a 1904 equity case heard in the US Circuit Court for the Western District of Michigan-Southern Division, notes that the line was “Probably operated by the Alpena Portland Cement Company.” This is confirmed by Alpena, Dates of Early Events by John C. Viall. He writes that on 8 November 1899 “The Alpena Portland Cement Company had its railroad constructed to the marl beds, 8 miles north, and the foundation and part of the walls for the mill are up.”

The map of Alpena Township which appears in the 1903 Plat Book of Alpena, Presque Isle and Montmorency Counties discloses that the railroad terminated east of Alpena, at a dock on Thunder Bay. The Alpena Portland Cement Company later became the Huron Portland Cement Company. The Alpena & Long Lake Railroad was acquired by the Detroit & Mackinac in 1908.

### Bewick, Comstock & Company

Charles Bewick of Detroit, and Andrew W. and William B. Comstock of Alpena comprised the firm of Bewick, Comstock and Company. In 1872, the partners purchased the Lockwood (Home) mill in Alpena. Logs were floated to the mill from a wide area of Montmorency, Alcona, and Alpena Counties via the Thunder Bay River.

Various 1878 editions of *Lumbermans Gazette* report that the business operated a three-mile tram railroad which terminated at a rollway on Hubbard Lake in Alcona County. The tram was used to haul logs from Alcona County timberland, purchased November, 1877, in Caledonia and Alcona Townships. That tract was located in Sections 17, 18, 19, and 20 of Township 28 North, Range 8 East, as well as Sections 23 and 24 of Township 28 North, Range 7 East. All of the land was on or near the eastern shore of Hubbard Lake. Comstock Hills, in Section 18, is immediately north of the likely path

of this line, as depicted in the map on page 57. The 6 April 1878 *Lumbermans Gazette* notes that the partners were displeased with the performance of the tram railroad. At the same time, Bewick, Comstock & Company was logging in Green and Wilson Townships of Alpena County (Sections 9 and 10 of Township 30 North, Range 6 East) and in Avery Township of Montmorency County.

Once logs were in Hubbard Lake, they were rafted to the outlet, at the north end of the lake, and then driven to Alpena on the Lower South Branch of the Thunder Bay River. A few years later, Bewick, Comstock & Company no longer used a railroad. The situation in May, 1881 is described in a Michigan Supreme Court case reported in Western Reporter, Volume V, page 744. “The defendant, Gilchrist, also had logs banked on the West Branch (in Alcona County), below the mouth of the North Fork, and Bewick, Comstock and Co. and several other parties had logs banked on the upper portion of said West Branch and the Brown and Comstock Creeks, so called, which unite and form the West Branch, a short distance above the mouth of the North Fork. These logs were all to be brought out of the creeks, and down the West Branch to Hubbard Lake, there run indiscriminately into bag rafts, and taken across Hubbard Lake, thence down the outlet of said lake to Alpena, the place of market or manufacture.” The West Branch River flows into the west side of the very southern end of Hubbard Lake. One of its tributaries is the Comstock Creek mentioned in this Supreme Court case.

In 1886, Bewick sold his interest in the business to the two Comstocks, who operated thereafter as Comstock Brothers. Michigan’s Logging Railroad Era, 1850-1963 reports that Comstock Brothers operated a logging railroad in Alpena County in 1889. However, there is no mention of such an enterprise in any of the lumber trade journals, or in Poor’s Manual of Railroads from that era.

The 1900 Michigan Board of State Tax Commissioners, Michigan Railroad Appraisal Record Books indicate that Comstock Brothers had invested heavily in the Huron Handle Company, which operated the Onaway & North Michigan Railway in Presque Isle County.



### Hilliard Broadwell Tram Road

Michigan Railroads & Railroad Companies states that in the 1860s, Hilliard Broadwell established a tram railway in the Alpena area. He used it to bring timber from the woods to his dock on the Thunder Bay River. History of Northern Michigan relates that Broadwell built a sawmill “in the summer of 1859 and Mr. Broadwell operated it until 1870. In 1871 it was sold to Speechly & Lee, who ran it a short time. The mill stood idle for a number of years and finally burned in 1882, and the dam was carried away soon after.”

Available deeds suggest that the dock and sawmill were in Section 7 of Alpena Township (Township 31 North, Range 8 East). Timberland purchased in the nearby Section 5 implies that the tram railway extended into that section as well. However, this could not be positively confirmed by examination of recent aerial photographs. The map on page 61 designates this railroad with a dotted line, representing that uncertainty.

### Edward P. Campbell Tram Road

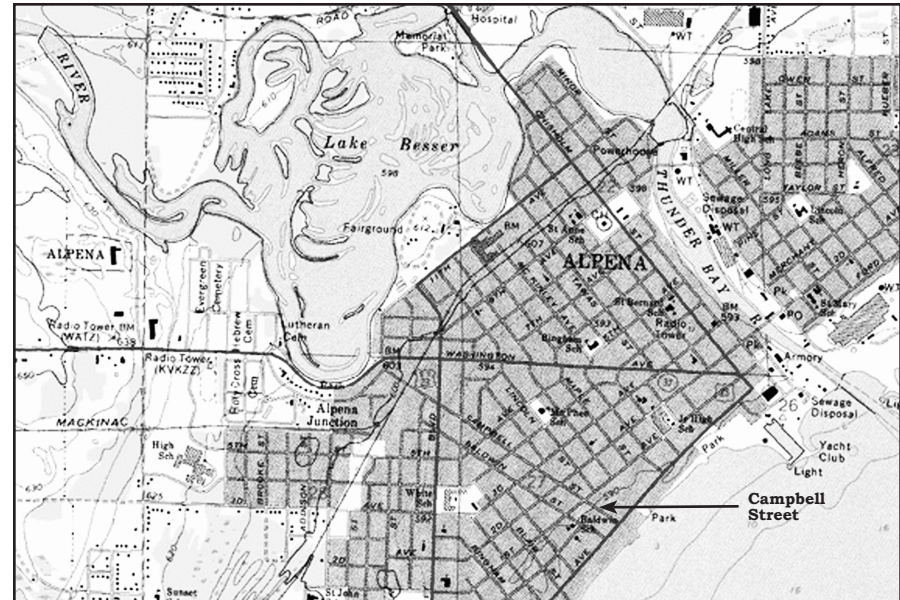
Michigan Railroads & Railroad Companies notes that in 1868, Edward P. Campbell built a one-mile tramway from his mill to a dock on Thunder Bay in Alpena. The tram’s right-of-way, in the city, is now occupied by Campbell Street. Figure 10-1 is part of a topographical map which locates that street.

Sited in Mill Lot 1, Campbell’s mill was on the east side of the south end of Lake Besser. Campbell and his associates harvested timber from a large area in Alpena County, floating logs to the mill via the Thunder Bay River.

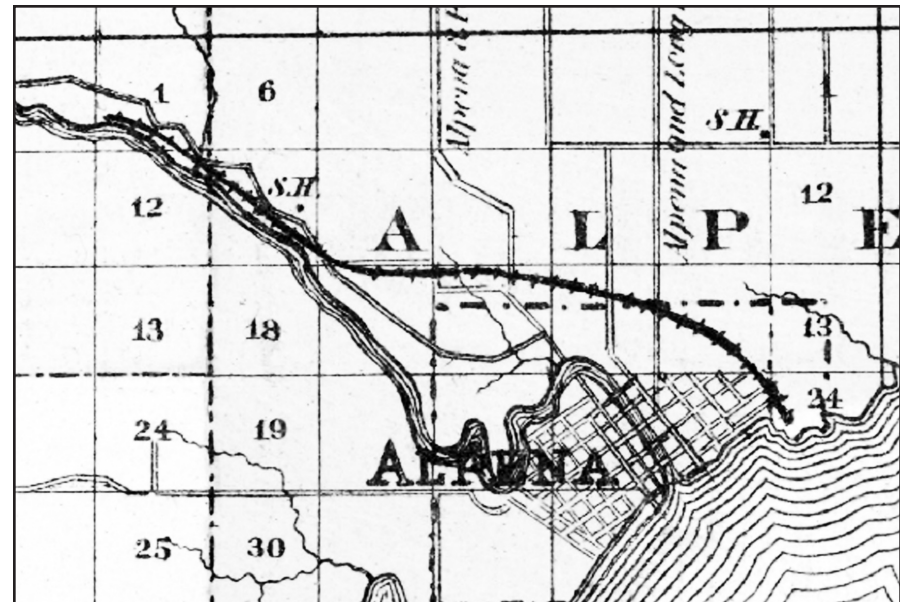
Edward K. Potter bought the Campbell mill and other properties on 9 April 1871. William H. Potter joined with Edward in the timber business and the two lumbermen continued to receive logs by means of the river. Michigan Railroads & Railroad Companies mentions that about 1878, the tramway was still in use, transporting lumber from the Potter mill to the Alpena dock.

### Corlies & Thunder Bay Train Railway

John, Levi, Hubbard, Smith, and William H. Trowbridge incorporated the Corlies & Thunder Bay Train Railway Company on 21 January 1864. It was to be approximately seven miles in length and extend from Thunder Bay in Section 24 of Alpena Township (Township 31 North, Range 8 East), to a point in Section 1 of Maple Ridge Township



10-1 Campbell Street in Alpena



10-2 1884 Corlies & Thunder Bay Train Rwy

(Township 31 North, Range 7 East). Michigan's Logging Railroad Era, 1850-1963 reports that this was a tram railway running on poles. The line is visible in Figure 10-2, which comes from the 1884 map of Alpena County appearing in Takabury's Atlas of the State of Michigan.

### Charles Dault Railroad

The 1924 issue of *Southern Lumbermen's Directory* notes that Charles Dault operated a sawmill at Ossineke. The mill was situated along the Detroit & Mackinac Railway. Dault used a railroad to furnish logs for his mill. In 1928, same publication reported similar details. The location of the railroad has not been discovered.

### Fletcher, Pack & Company Railroads

George N. Fletcher, his son, Frank W. Fletcher, and Albert Pack constituted the firm of Fletcher, Pack & Company. With headquarters in Alpena, the company operated at least two segments of 36-inch gauge railroad. Though never incorporated as such, the lines eventually became known collectively as the Alpena & Hubbard Lake Railroad (A&HL). Both provided logs for two Fletcher, Pack & Company mills in Alpena.

Despite its name, there is no evidence that the A&HL ever hauled timber to Alpena by rail. The first segment of railroad dumped logs into the Upper South Branch of the Thunder Bay River, while the second used a rollway at Hubbard Lake, in Alcona County. Indeed, most of the A&HL mileage was not actually in Alpena County.

The first segment is described in the 1884 Annual Review of the Lumber & Shingle Product of the Northwest as having been built in Alcona County during 1882. It was six miles long and dumped logs into the Upper South Branch of the Thunder Bay River. Two Porter engines powered trains over 30-pound steel rails. Both locomotives are visible in Figure 10-3, which is courtesy of the Claude Stoner Collection at the Bentley Historical Library. The *George Parker* is on the left, while engine #2, the *Albert Pack*, is on the right.

It's important to note that, in fact, the Upper South Branch of the Thunder Bay River does not actually flow through Alcona County. A reasonable conclusion is that the log dump mentioned in the 1884 annual review, above, must have been in Oscoda County, where the Upper South Branch does exist. Likely locations for the dump would be in Section 34 or 35 of Clinton Township (Township 28 North, Range 4 East), or in Section 2 of Comins Township (Township 27 North,



10-3 Fletcher, Pack & Company's Locomotives

Range 4 East). All of these sections are situated on an abandoned railroad grade that appears on the 1954 Michigan Department of Conservation map of Oscoda County. There, that grade runs next to the Upper South Branch for approximately one mile.

The 6 Jan 1883 *Ypsilanti Commercial* reports that: "Fletcher, Pack & Co., Lumbermen, have transported a locomotive from Alpena to their logging railroad, 30 miles distant, taking it across country on sleighs." The 7 July 1883 *Northwestern Lumberman* notes that the company's railroad was hauling logs in the northeastern part of Oscoda County. On the same 1954 map mentioned above, the abandoned grade running along the Upper South Branch extends to a point four or five miles northwest of the log dump. This fact suggests that Fletcher, Pack & Company operated that right-of-way, as well.

Construction of the second segment of railroad was heralded by the 29 July 1886 *Muskegon Chronicle*: "Fletcher, Pack & Company of Alpena are building a logging railroad at Hubbard Lake, that county." It seems quite likely that the Hubbard Lake segment eventually connected to the previously built Oscoda County segment at a place called "Chicago Junction." The origin of that name is unclear. It was located in Alcona County, in the vicinity of the border between



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Sections 9 and 16 of Mitchell Township (Township 27 North, Range 6 East). Currently, little is present there except a swamp drained by Wildcat Creek. But in the late nineteenth century, besides the two segments of the A&HL, Chicago Junction was also a terminal for the Detroit, Bay City & Alpena Railroad (DBC&A). Years after all of these were abandoned, the Au Sable & Northwestern Railway (AS&NW) came through that same region.

The Hubbard Lake segment approached Chicago Junction from the north, while the segment coming from Oscoda County arrived from the west. The Louds Branch of the DBC&A reached Chicago Junction, in 1889, from the south. Thereafter, equipment and supplies could be brought directly to the Fletcher, Pack & Company logging camps. Louds Branch was removed in 1896, but the railroad history of Chicago Junction was not over.

In 1912, from the west, the Curran Branch of the AS&NW approached the place where Chicago Junction had been. The Curran Branch terminated at a station called Beevers, immediately northeast of the former junction point. West of Chicago Junction, the AS&NW may have reused some of the Fletcher, Pack & Company grade coming from Oscoda County. The Curran Branch operated in that region until 1917.

The 12 February 1887 *Northwestern Lumberman* notes that the Fletcher, Pack & Company railroad in Alcona County had grown to nine miles. It still operated two Porter locomotives and dumped logs directly into Hubbard Lake, whence they were driven to Alpena on the Lower South Branch of the Thunder Bay River. When the 1888 edition of The Official Railway List appeared, Fletcher, Pack & Company continued to have a nine mile logging railroad. The 30 March 1888 *Saginaw Courier* mentions that the engine house at Hubbard Lake had been damaged by fire.

Michigan Railroads & Railroad Companies reports that the eighteen-mile Alpena & Hubbard Lake Railroad was constructed in 1888 [however, construction of the segment at Hubbard Lake began in 1886] and abandoned in 1892. The 1890 Poor's Directory of Railway Officials describes the A&HL as using 30-pound steel rails and operating three locomotives. The 1891 Report of the Interstate Commerce Commission mentions that the railroad had added an additional three miles of track since the report of 1890. That extension headed north, into Alpena County. It was used to harvest timber owned by the Huron Lumber Company in Sections 31 and 32 of Ossineke Township (Township 29 North, Range 7 East). This

probably was the final big lumbering operation served by the A&HL. The last year that railroad appeared in the Report of the Interstate Commerce Commission was 1892.

#### **D. A. Kennedy Tram Road**

Michigan Railroads & Railroad Companies has an 1878 entry for D. A. Kennedy. He was using a tramway 5,000 feet long, bringing logs from the woods to an unnamed river. Michigan's Logging Railroad Era, 1850-1963 amplifies this by noting that Kennedy used two cars which ran on logs; each car was drawn by a pair of horses.

Unfortunately, a D. A. Kennedy cannot be located in the Alpena County region about this time. Deed records show that a John D. Kennedy and an Alexander Kennedy both bought land in Section 18 of Maple Ridge Township, and that William Kennedy purchased land in Section 8, immediately northwest of Section 18. Section 18 straddles the Upper North Branch of the Thunder Bay River; possibly the tramway existed there. A possible right-of-way is sketched on page 61 with a dotted line.

#### **Augustus N. Spratt Railroad**

The 20 March 1878 *Alpena Weekly Argus* declares that Augustus N. Spratt was preparing to build a "log railroad for lumbering." Augustus and his brother, Melville B. Spratt were raised in Alton, Penobscot County, Maine. Augustus was a shingle maker who lived in Alpena in 1870. By 1880, the US census showed him still residing in Alpena but his occupation was "lumberman." Melville also lived in Alpena in 1880, as a "lumberman and farmer."

Although its location could not be found, it seems likely that at least part of the railroad built by Spratt was in the northwestern portion of Green Township (Township 30 North, Range 6 East). He bought timberland in Sections 4, 6, 9 and 20 of that township, as well as in Sections 30 and 33 of the adjacent Township 31 North, Range 6 East (also in Green Township).

Sometime after 1880 Melville B. Spratt moved to that same part of Alpena County. Spratt Station, on the Boyne City, Gaylord & Alpena Railroad, was located on the border between Sections 7 and 8 of Green Township (Township 30 North, Range 6 East). It was named for Melville Spratt's family. Perhaps he farmed the cut-over timberland harvested previously by his brother. Of note is the fact that Spratt Creek runs through Sections 7, 8, and 9 of that same township.

# Antrim County

## Cold Springs Railroad

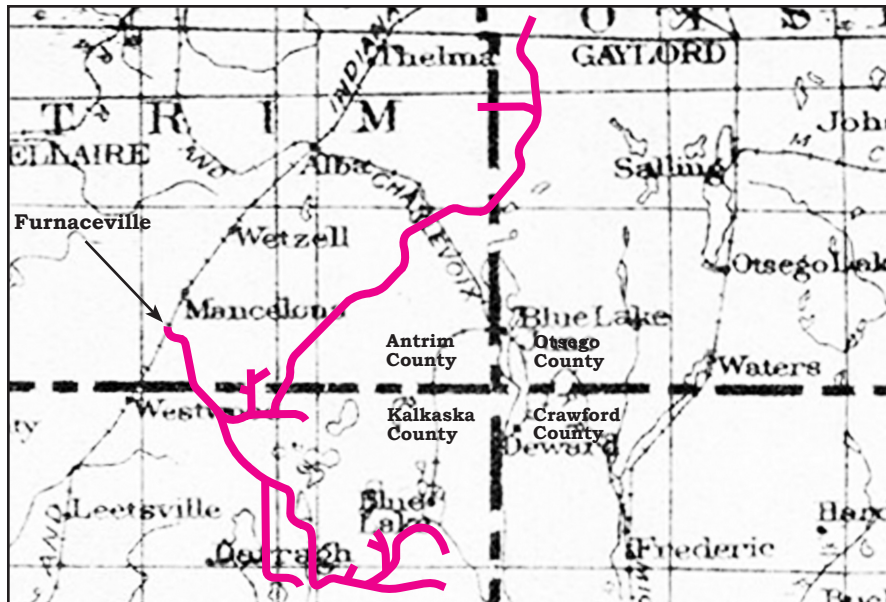
The Antrim Iron Company was located at the village of Antrim (also called Furnaceville), immediately south of Mancelona. It began using its own railroad about 1907. It was a standard gauge line, known locally as the Cold Springs Railroad (CS); the name was derived from Kalkaska County's Cold Springs Township, which lay a few miles to the south. Figure 11-1 displays the track plan of the CS.

Iron smelting began at Antrim in the 1880s. The furnaces used wood for fuel, transported by wagon. When the local supply of wood diminished, the company first obtained fuel from the east side of Antrim, using the Wilkins Branch of the Grand Rapids & Indiana Railroad (GR&I). The Wilkins Branch was removed by 1908, after construction of the CS began. Despite published statements to

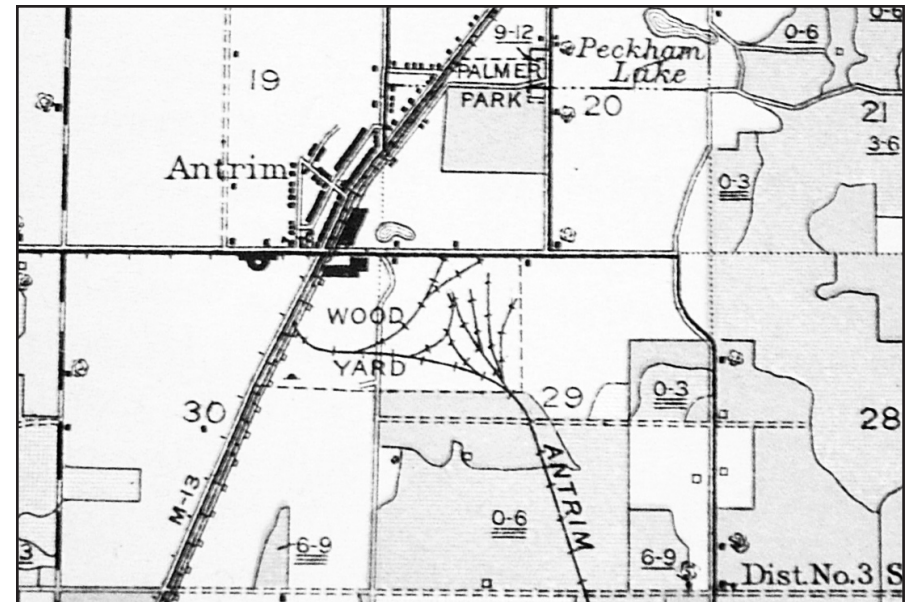
the contrary, there is no evidence that the Antrim Iron Company, or its railroad, was associated at any time with the narrow gauge Mancelona & Northwestern Railroad.

Figure 11-2 is part of the 1928 Department of Conservation Cover Map of Antrim County. The Wood Yard, and also a "Y" are visible immediately southeast of the company's plant at Antrim. Figure 11-3 is part of the Claude Stoner Collection at the Bentley Historical Library. Engine #5 and its crew pose for the camera at Furnaceville.

One CS right-of-way extended into Otsego County. There, the Elmira and Pencil Lake Branches of the Detroit & Charlevoix Railroad (D&C) were reopened in order to harvest hardwoods for the smelter at Antrim. Figures 11-4A and 11-4B come from a 1992 aerial photograph of the place in Antrim County where the CS met the

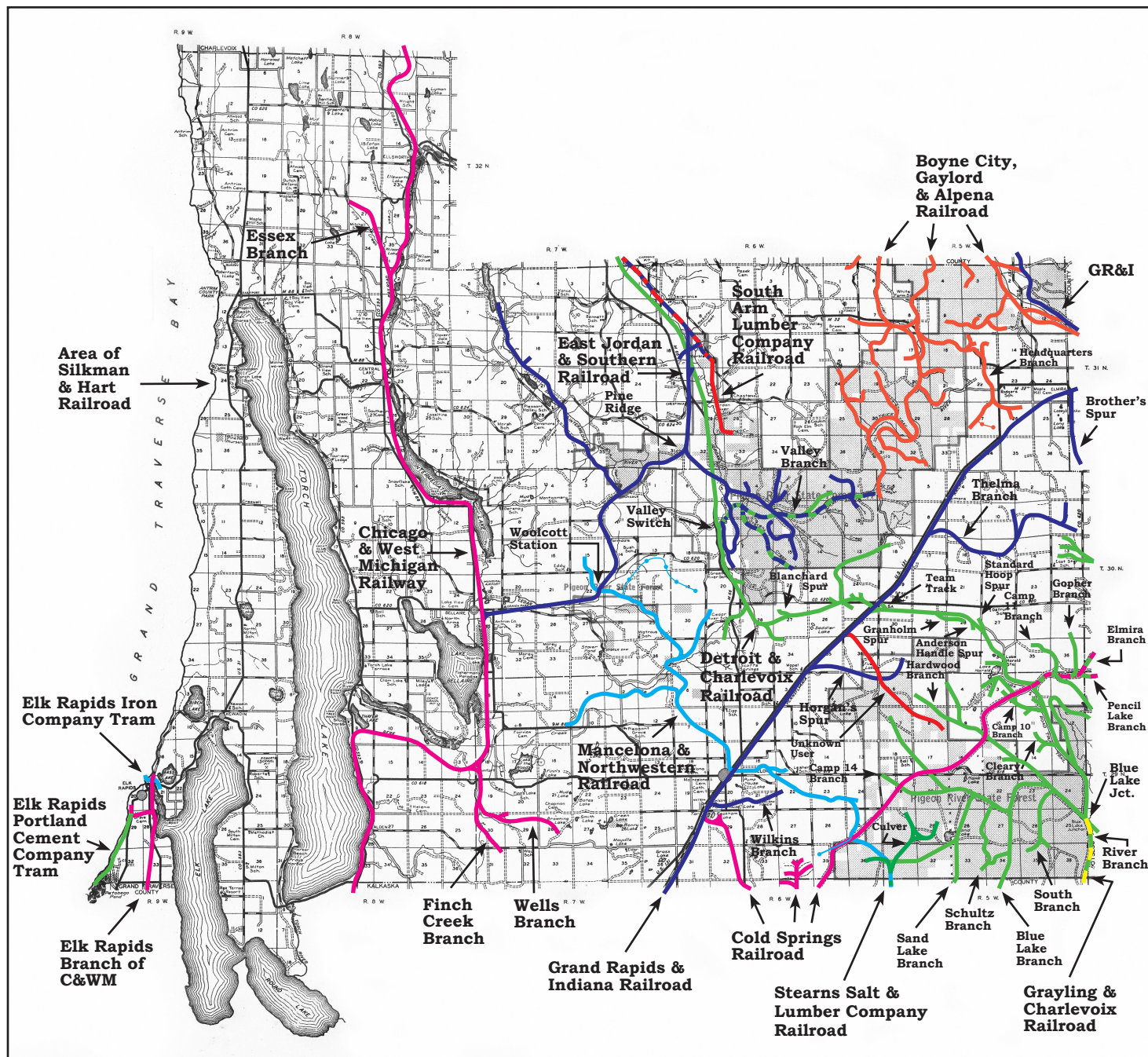


11-1 Track Plan of the Cold Springs Railroad



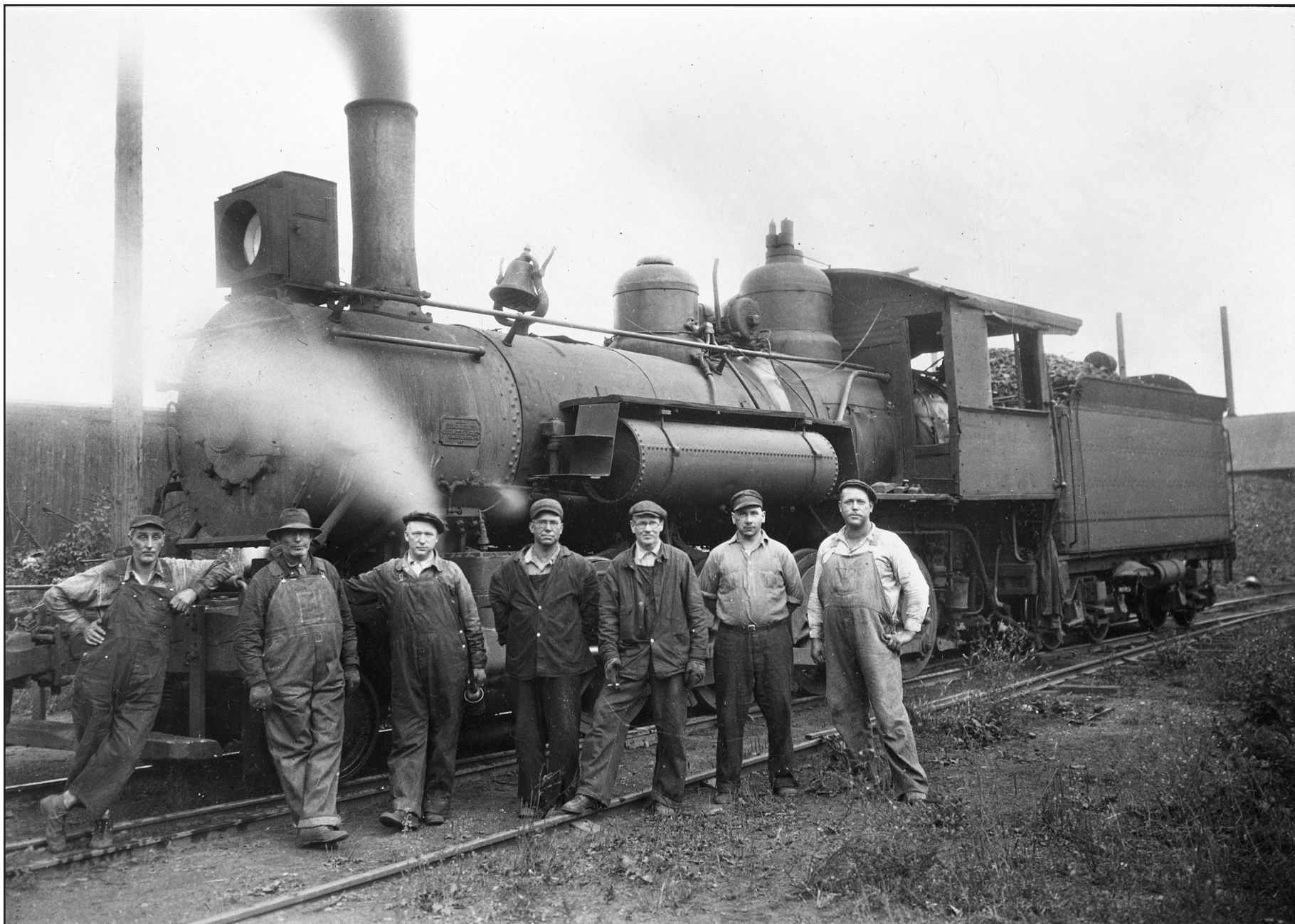
11-2 1928 DOC Map Showing the Wood Yard





Antrim County Railroads



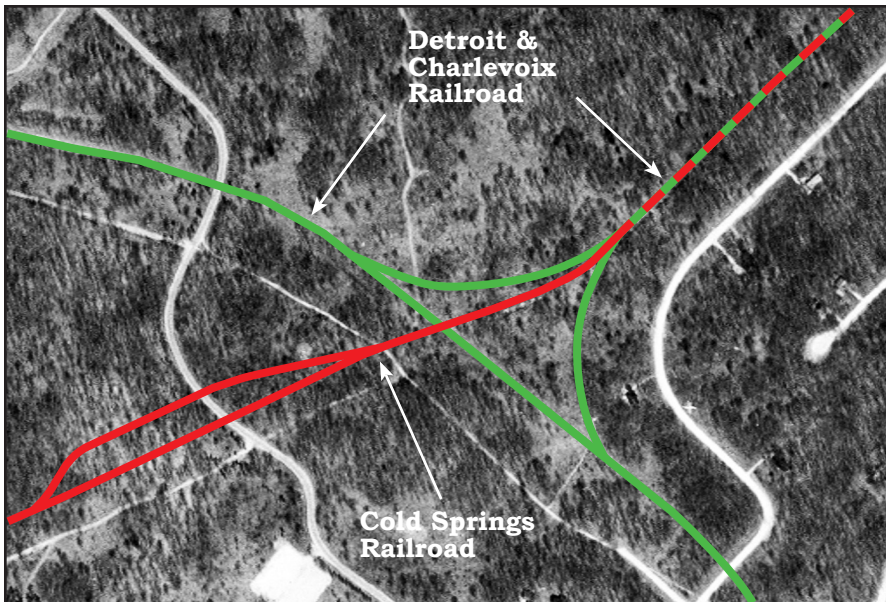


11-3 Cold Springs Railroad Engine #5 and Crew at Furnaceville





11-4A 1992 Aerial Photograph at Junction



11-4B Grades at Junction

D&C. This occurred in Section 2 of Mancelona Township (Township 29 North, Range 5 West).

Another part of the CS operated over parts of the Stearns Salt & Lumber Company Railroad, in Kalkaska County. That right-of-way still operated as late as 1924. The furnaces at Antrim closed down in 1943 and the associated sawmill ceased production in 1945.

#### **Elk Rapids Iron Company Tram Road**

The Elk Rapids Iron Company was formed in 1872. Eventually, the company used a narrow gauge tram road to move ore from a 1,500 foot pier on Lake Michigan, to the smelter. The smelter was on the east side of the Chicago & West Michigan Railroad branch to Elk Rapids, and southwest of Bass Lake. The tram also moved pig iron to the pier, where it was distributed by ship. Elk Rapids appears in Figure 11-5, which is part of the 1897 Official Atlas of Antrim County.

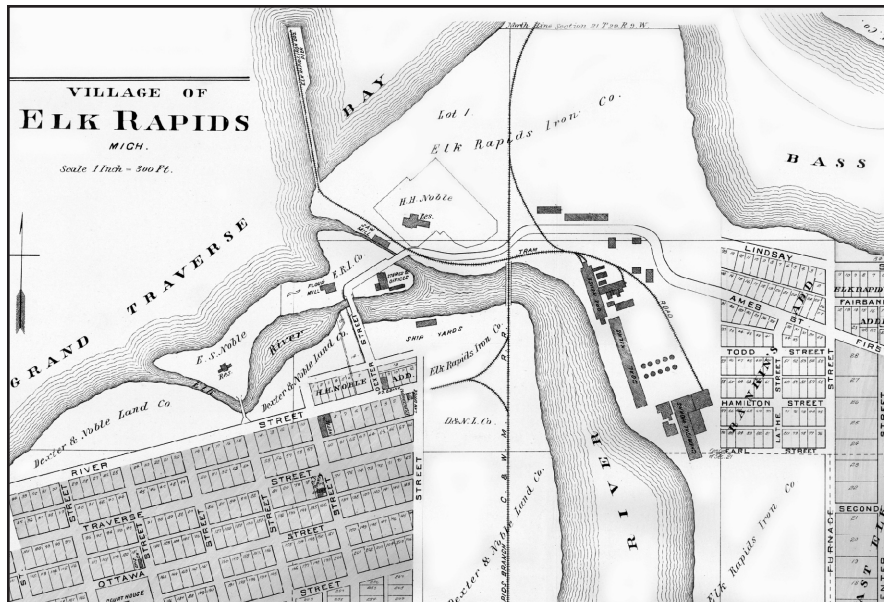
#### **Elk Rapids Portland Cement Tram Road**

The Elk Rapids Portland Cement Company opened for business in 1898. Situated on the southwest side of Elk Rapids, it was served by a spur from the Chicago & West Michigan Railway. Figure 11-6, part of the 1910 Antrim County Atlas, contains an image of the cement factory and its spur. The company also installed a 2.5-mile tram railroad leading south, from its plant to Petobego Pond. It was used to haul marl from the bed of the pond to the plant, where it was made into cement. The operation closed in 1911 when the marl was exhausted.

#### **Mancelona & Northwestern Railroad**

There is evidence to suggest that the Mancelona Handle Company existed as early as 1882. That company incorporated the Mancelona & Northwestern Railroad (M&NW) 5 May 1892. This was a 36-inch gauge line that originally operated between Mancelona and the Cedar River Valley, to the northwest. The mainline is seen in Figure 11-7, which is part of the 1895 Walker's International Atlas. A branch line was also constructed which extended as far west as Section 9 of Custer Township. When the East Jordan & Southern Railroad (EJ&S) was completed in 1901, it crossed the M&NW at Wolcott Station. That station continued in use by the EJ&S after this part of the M&NW, northwest of Mancelona, was removed in 1902. Wolcott Station appears in Figure 11-8, part of Ogle's 1910 Atlas of Antrim County.

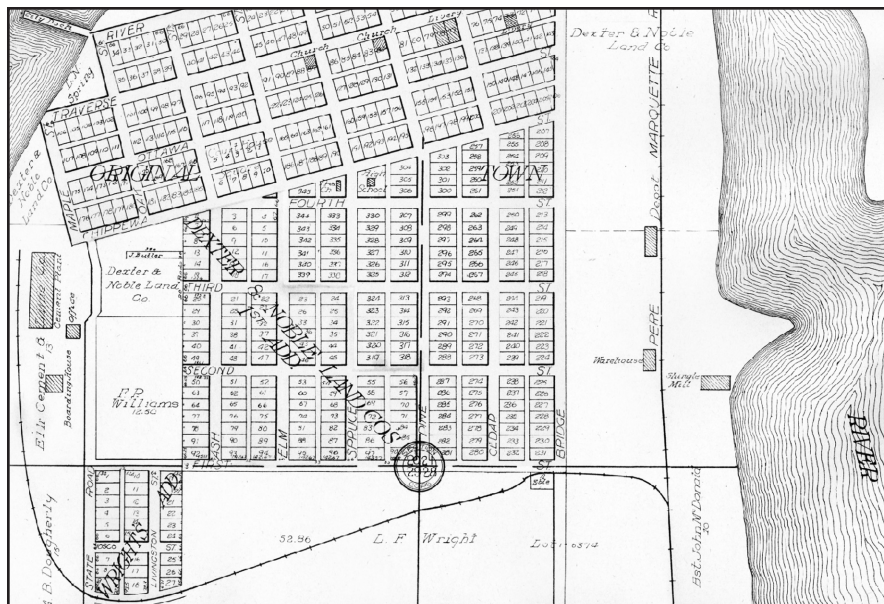




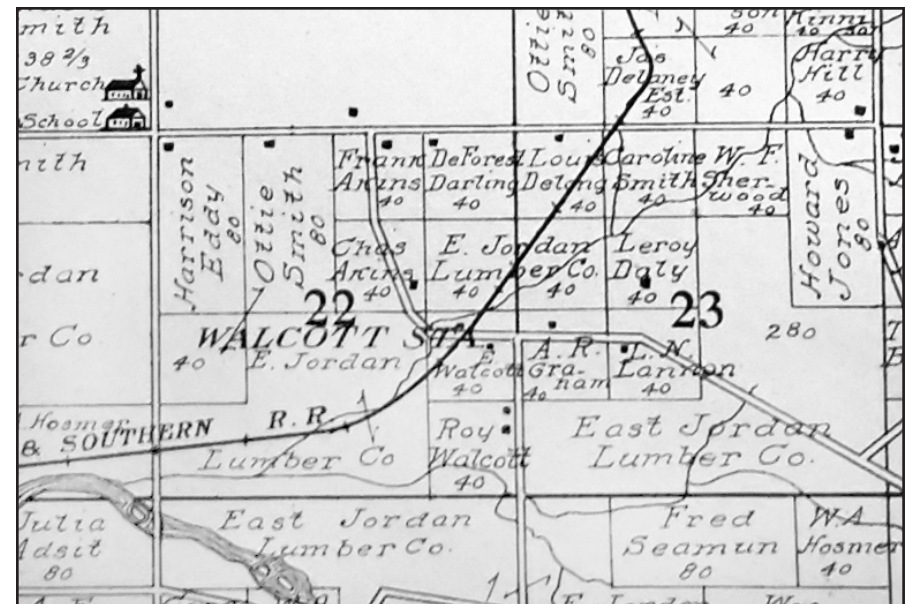
11-5 1897 Map of Iron Company Tram Road



11-7 1895 M&NW Mainline NW of Mancelona



11-6 1910 Spur to Cement Plant



11-8 1910 Location of Wolcott Station



The 13 September 1902 *American Lumberman* reports "The Mancelona Handle Company will close down its factory this week for a few days. It will take up the rails on its northwestern track and lay the rails southeast to its timber lands preparatory to bringing in the timber from there. The roadbed is graded and ready for iron . . ." Figure 11-9 comes from Cram's 1904 *Superior Map of Michigan*. The new M&NW grade stretched southeast from Mancelona to the region of Big Twin Lake, in Kalkaska County. Available records do not allow a precise determination of the railroad's path in Kalkaska County.

Downtown Mancelona is visible in Figure 11-10, which is part of the 1910 *Standard Atlas of Antrim County*. Abandoned M&NW track (highlighted in green), is still included. Those rails came down from the north, crossed to the southeast side of the GR&I mainline, and then curved into the Mancelona Handle Company plant. The line to the southeast is not shown.

The Mancelona Handle Company appears in the 1906 edition of Michigan's *Annual Report of the Bureau of Labor and Industrial Statistics*. However, the 15 March 1907 issue of *The Lumber World* reports that the company was out of business.

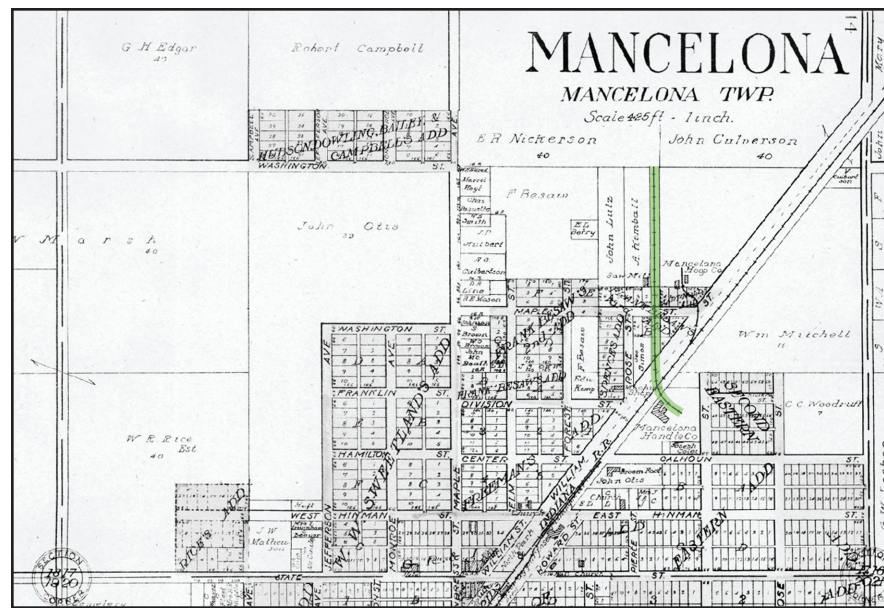
### Silkman & Hart Railroad

John H. Silkman was the predominant force in the firm of Silkman & Hart, which had its headquarters at Milwaukee, Wisconsin. The business used a railroad in Section 24 of Torch Lake Township. The line connected their mill, at the village of Torch Lake, with the East Arm of Grand Traverse Bay. It was in operation as early as 1870, using horse-drawn cars.

Silkman & Hart sold their lumbering business and railroad to Archibald and William G. Cameron in 1883. The line did not appear in the 1897 *Official Atlas of Antrim County*.



11-9 1904 M&NW Mainline SE of Mancelona



11-10 1910 Prior M&NW Track at Mancelona

# 12

## Arenac County

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### Joseph W. Turner Railroad

The 16 March 1966 *Arenac County Independent* presents a good history of the narrow gauge logging railroad built by Joseph W. Turner and his associates. These men conducted business as Turner, Miller, and Lewis. By 1882, the railroad was 10 miles long and used three locomotives. Its banking ground was on the Rifle River, approximately four miles upstream from Omer. Figure 12-1A is a 1998 aerial photograph of the place where the banking ground was located. In Figure 12-1B, the path of Turner's railroad is shown in orange.

The 1966 article reports that the first right-of-way the company constructed "ran from the banking ground northeasterly over the plains to the site of 'Old Turner' one mile north of Twining of today and then on until they came to Au Gres Swamp, which was impassible. . . . They then built another railroad north of the banking grounds to the west of Cedar Valley near the Dave Brookins farm. . . . They built another railroad farther west that ended at the Elmer Scott farm, one and one-half mile east of Maple Ridge. These branch lines joined the mainline at Big Creek, west of Twining of today."

The 19 January 1884 *Northwestern Lumberman* notes that the railroad was fifteen miles long and was to be extended five miles, toward the Au Gres River.

Turnerville, the 'Old Turner' mentioned above, was located slightly more than one mile northeast of modern-day Twining, at the place where the logging railroad crossed Cedar Creek. Turnerville had a logging camp, roundhouse, blacksmith and machine shops, and a company farm; there was a dam on Cedar Creek which created a pond.

Turner's logging in this region was completed about 1886 and the railroad was removed.

### Unidentified Railroads

Michigan's Logging Railroad Era, 1850-1963 includes information from a 28 October 1882 article in *Northwestern Lumberman*. It suggests that Jerome & Williams were planning to move a logging railroad to "the Au Gres vicinity" of Arenac County. The current location of the line was in Chippewa Township of Mecosta County, and it had recently been purchased from the Wentworth Brothers. The rolling stock and track materials sold by the Wentworth Brothers comprised what previously had been a railroad owned by E. and C. Eldred, when those items were located in Osceola County. The Eldred's railroad, in turn, had formerly been part of the Muskegon River & Rose Lake Railway of Osceola County. Despite the statement in the 1882 article, there is no evidence that the railroad was actually moved to Arenac County. Twelfth Annual Review of the Lumber and Shingle Product of the Northwest, published in 1885, still locates the Jerome & Williams railroad in Mecosta County. At that time, it was a nine-mile, 36-inch gauge line.

James McKeon and Henry L. Glover were Bay City lumbermen who conducted business as McKeon & Glover. The 21 September 1889 *Timberman* suggests that they were installing a short railroad in Arenac County, for logging purposes. In 1888, they were known to have been logging along the Rifle River, which flows through Arenac County. The 1 November 1890 *Northwestern Lumberman* reports that Bliss & Van Auken, who had their own railroad in Gladwin County, also used the McKeon & Glover railroad to carry logs harvested in the Rifle River region. Michigan's Logging Railroad Era, 1850-1963 implies that a portion of the McKeon & Glover line was in Ogemaw County. No definite location for any of this railroad has been found, but this information suggests that it was in Moffatt or Clayton Township of Arenac County, and possibly in Richland Township of Ogemaw County. Contrary to the opinion expressed in Michigan's Logging Railroad Era, 1850-1963, it seems likely to the









12-1A 1998 Aerial Photograph NW of Omer

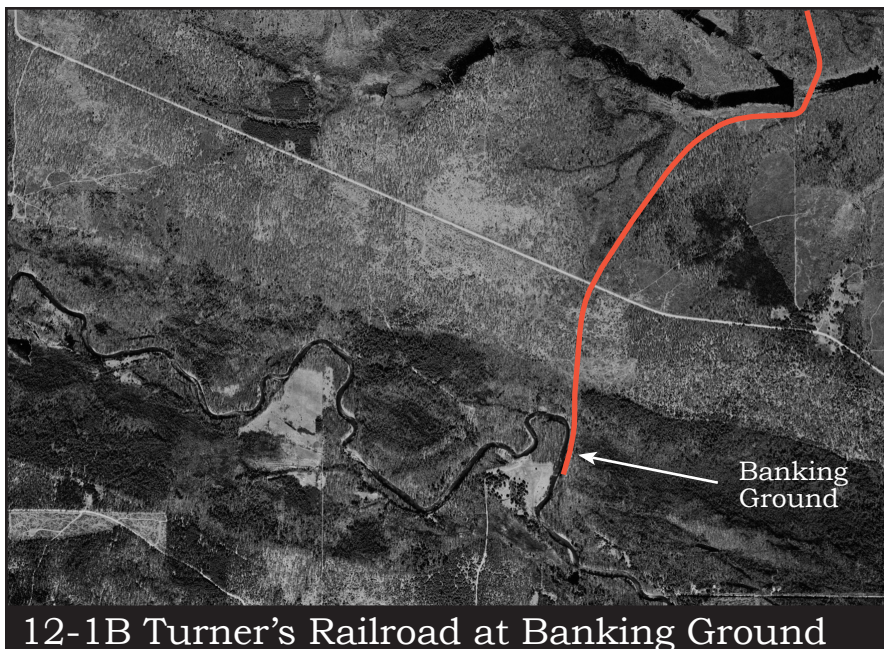
author that logs hauled on this line were dumped into the Rifle River, rather than delivered to the Michigan Central Railroad for transport to Bay City or Saginaw.

The 30 March 1878 *Lumbermans Gazette* described John Sheriff & Sons as a Chicago company which logged along the Rifle River using a three-mile tram road to access their timber. Arenac County deeds show that the company's properties were in Sections 22, 25, and 26 of Deep River Township. The tram road probably led between these sections and a log dump on the Rifle River, perhaps in Section 3. The right-of-way may have followed the course of Grove Road, though no record confirming that location could be found.

Michigan's Logging Railroad Era, 1850-1963 mentions that the 13 April 1878 *Northwestern Lumberman* reports Swift & Lockwood to be building a logging railroad in Arenac County. It was to be horse-drawn, with iron rails, and would put timber in the Rifle River. An exact location is not given.

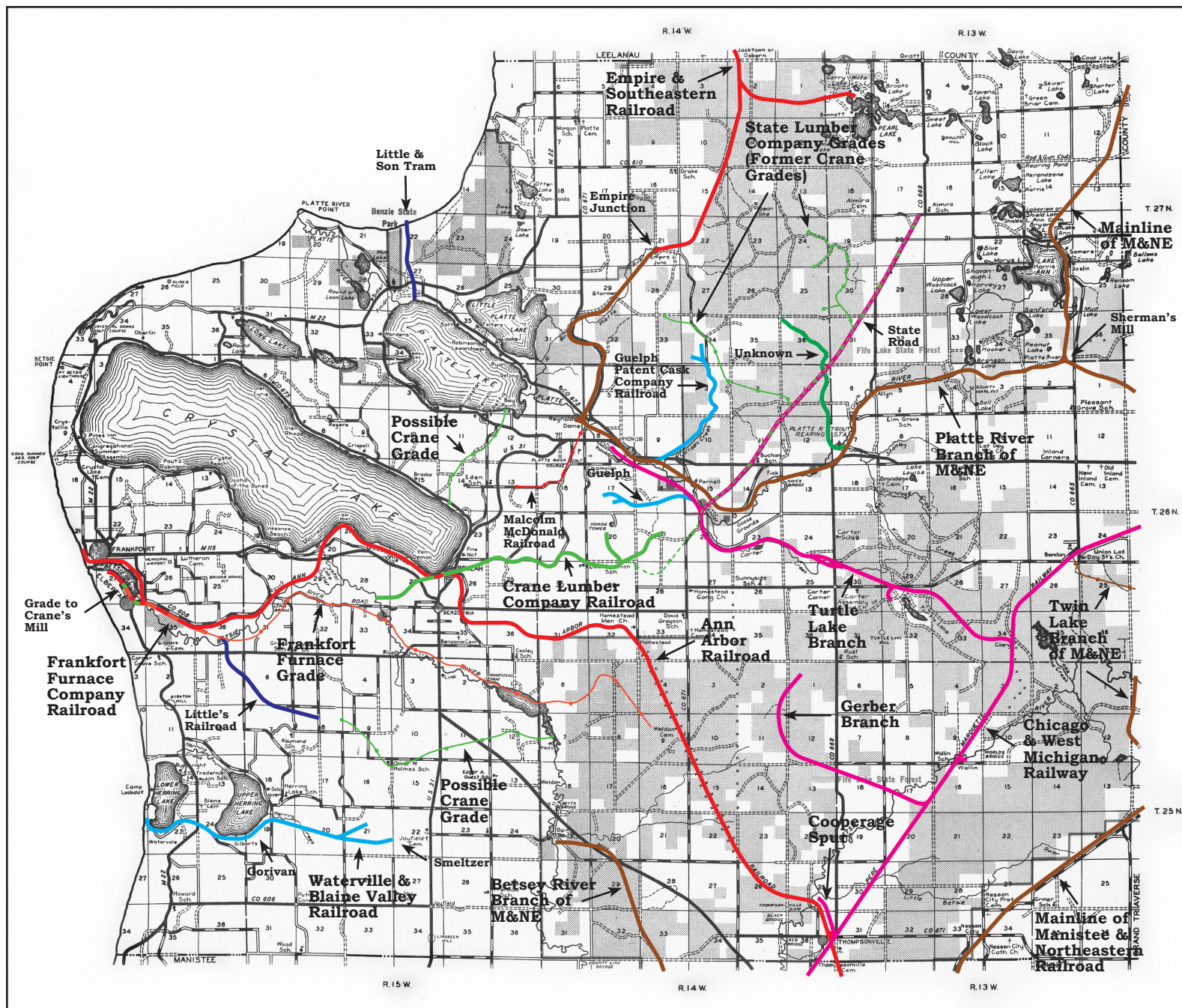
John S. Taylor was a West Bay City lumberman who, according to Michigan's Logging Railroad Era, 1850-1963, used a tram road in Arenac County. Neither a date nor a location is given. His lumbering operation moved to Duluth, Minnesota in 1880.

The 25 March 1882 *Northwestern Lumberman* notes that John Wilson was building a two-mile pole road situated on the Au Gres River. It was expected that 4 million feet of logs would be placed in the river that summer. An exact location has not been discovered.



12-1B Turner's Railroad at Banking Ground





Benzie County Railroads

# 13

## Benzie County

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### Crane Lumber Company

Lawrence W. Crane lived in the village of Frankfort as early as 1871. He and his wife, Annette, carried on a successful lumber business for many years. In 1885, Lawrence Crane was one of the original subscribers to the Frankfort & Southeastern Railroad (F&SE). The Crane's last manufacturing plant was the Island mill at Frankfort. Two of their sons, James and Martin Crane, operated the enterprise after Lawrence died in 1899.

The Crane Lumber Company probably operated several small segments of narrow gauge railroad. The earliest was at Beulah, which at that time was called Crystal City. The existence of Crane's railroad there is substantiated by the fact that on 19 July 1886, Annette Crane bought (from Emily Bailey) a right-of-way for railroad purposes across the eastern two-thirds of Lot 1, in Section 27 of Benzonia Township. Keep in mind that in 1886, the F&SE, predecessor of the Ann Arbor Railroad (AA), had not yet been built through Beulah. In 1886, it's possible that the right-of-way in Lot 1 was used to move logs from Crystal Lake to a rollway on the Betsie River.

In addition to holdings along the north side of Crystal Lake, the Cranes owned a substantial amount of timberland immediately east of Beulah. This included property in Sections 19, 24, 25, and 30 of Benzonia Township, and Sections 20, 21, 28, and 29 of Homestead Township. There is strong evidence that an additional line was constructed from Beulah to the east, to access those parcels. To this day, the route used by that Crane right-of-way is named Narrow Gauge Road. This is also confirmed on page 447 of Benzie County Deed Book #14. Therein, the Crane Lumber Company was granted a right-of-way through the northeast quarter of the northwest quarter of Section 25, in Benzonia Township.

The F&SE was finally built through Beulah (Crystal City) in June of 1889. The December, 1889 *El Dorado*, a Chicago publication, reported the progress of construction on the F&SE: "Among the immediate additions to be made is a bridge and branch across to

South Frankfort and a siding at Crystal City, *to join with a narrow gauge logging road to be put in by the Crane Lumbering Company, of South Frankfort (author's italics).*"

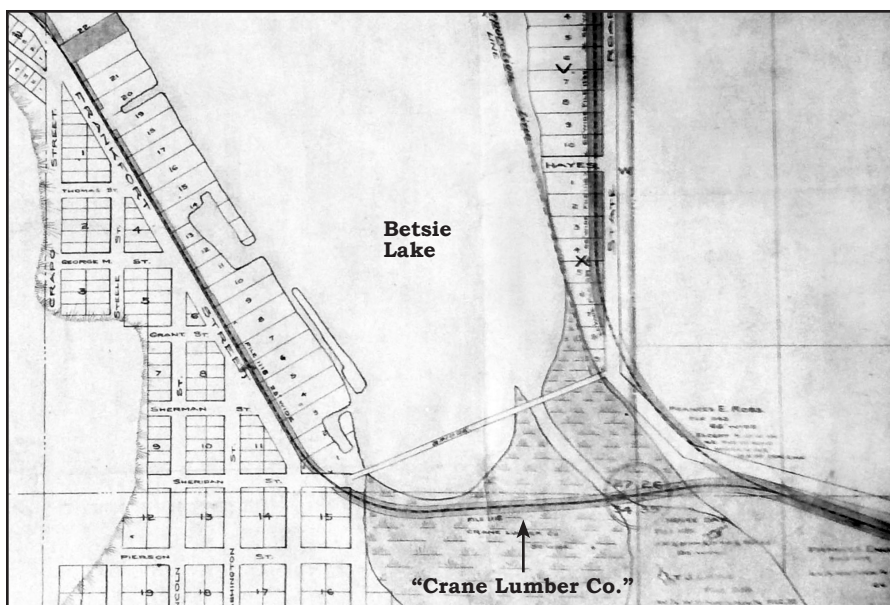
Evidently, when the F&SE first began to operate, firm title to its entire right-of-way within Crystal City had not been secured. On 15 January 1891, the F&SE purchased a right-of-way 75 feet in width, through the same parcel of Emily Bailey's land that the Cranes had previously bought in July of 1886. Probably the 1891 deed was needed to clarify ownership of this strip through the eastern two-thirds of Lot 1, in Section 27. Quite possibly this was a place where the F&SE reloaded logs from the Crane Lumber Company's narrow gauge railroad.

Bringing logs carried by the F&SE all the way to the Crane Mill, in South Frankfort (Elberta), required building a new, standard gauge railroad bridge. Previously, the F&SE had not provided direct rail service to South Frankfort. The preexisting, narrow gauge bridge constructed by the Frankfort Furnace Company, would have been unsuitable for that purpose. The 16 October 1890 Benzie Banner reported that a pile driver had arrived and was ready to begin work on the new bridge. The 1 January 1891 edition of the Benzie Banner notes that "The first train of logs for the Crane Lumber company has arrived." Figure 13-1 is part of an 1896 AA map of properties owned in Frankfort and Elberta. Preserved at the Archives of Michigan, it reveals that the right-of-way along the south side of Betsie Lake was obtained from the Crane Lumber Company.

The supply of logs available to the Crane Lumber Company was large enough that on 30 November 1892, the company bought the Clark F. Phillips sawmill. That mill was located in Block 7 of Crystal City (Beulah).

Commenting on the Crane Lumber Company, Michigan's Logging Railroad Era, 1850-1963 implies that the Cranes had other narrow gauge logging grades in Benzie County. These have not been confirmed, but perhaps one such grade was used to dump logs on the north side of Crystal Lake. That timber could have been





13-1 1896 AA Right-of-Way at Elberta

rafted to Crystal City for loading onto the F&SE. Another possible Crane grade may have existed in Sections 8 through 16 of Joyfield Township. The lumber company owned most of the timberland in those sections. In the map on page 75, light green, dotted lines imply uncertainty about whether those grades actually existed, and their precise location.

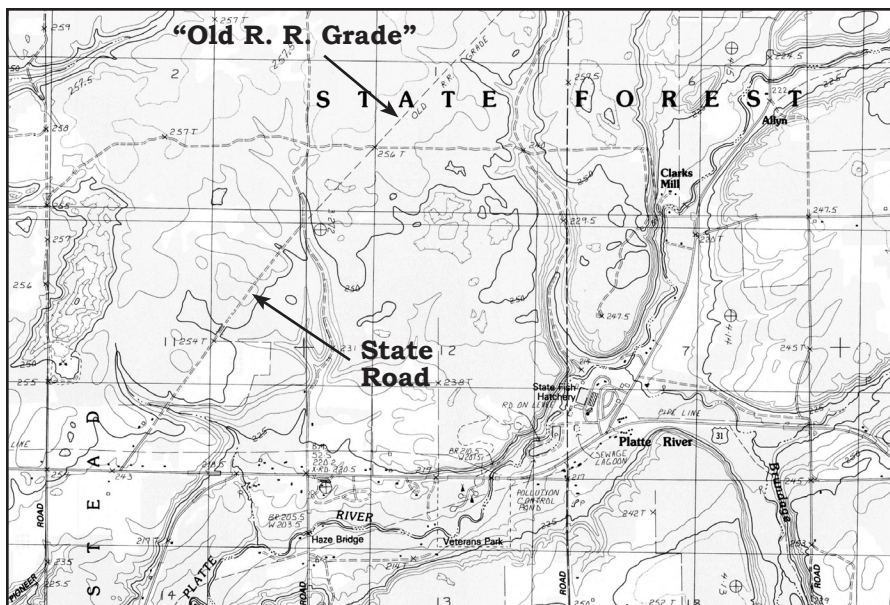
One other documented, abandoned grade also appears to have been used by the Crane's railroad. By the early 1890s, the Crane Lumber Company owned timber in a sizable area north, and northeast of the place that later became the village of Honor. This was well before the first of two standard gauge railroads entered that part of Benzie County. Figure 13-2 comes from the 1983 Platte River Quadrangle of the US Geological Survey. Therein, what is now called State Road, in Section 1 of Homestead Township, is labeled "Old R. R. Grade". There is a reasonable likelihood that this right-of-way was built initially by the Crane Lumber Company. The topography is such that it could have easily connected to the company's known line that ran along what is currently Narrow Gauge Road. Any other pathway, leading to the Crane timber in this area, would have been associated with prohibitively steep grades.

There is little doubt that the Crane railroad carried logs for other companies. The Frankfort Lumber Company did not have its own line, but owned parcels of timber interspersed with the Crane holdings. Some of these were located near, and northeast of the place where Honor was established.

Beginning about 1895, the State Lumber Company of Manistee began buying timberland in Homestead and Platte Townships. When the 1901 Atlas of Benzie County was published, much of the timberland previously owned by the Cranes belonged to the State Lumber Company. A satisfactory explanation of how State Road received its name would be if it once hosted a railroad carrying logs for the State Lumber Company. As noted previously, this right-of-way probably was used formerly by the Crane Lumber Company railroad. Perhaps the Manistee & Northeastern Railroad (M&NE) rebuilt it to standard gauge in order to haul State Lumber Company timber; logs originating in that region would have been transferred to the Platte River Branch of the M&NE to complete the journey to Manistee.

### Frankfort Furnace Company

The Frankfort Iron Company was formed in 1870. It became the Frankfort Furnace Company in 1875, with Albert Ives, president;



13-2 USGS Map Showing Grade on State Road

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Silas L. Fuller, secretary and treasurer; Thomas C. Anderson, superintendent; and John Desmond, iron master. Anderson lived in South Frankfort (now Elberta) and some of the timberland harvested by the Frankfort Furnace Company was purchased under his name. Blacklock's History of Elberta reveals: "The first railroad was constructed in 1870 and was laid from the Frankfort Iron Works, along the east side of Frankfort Avenue [now Highway 168 in Elberta], and was used to transport wood to the blast furnace. The original rails were made from wood strips later replaced with iron." A railroad was necessary because, unlike pine, hardwood logs don't float and thus, could not be transported via the Betsie River.

Michigan's Logging Railroad Era, 1850-1963 reports that iron rails for the line were cast by the Blacklock Machine Shop & Foundry of South Frankfort. A locomotive, also built by Blacklock, replaced horsepower on the railroad in 1872. After the furnace company closed, this engine was acquired by Little & Son and used on their short line between the Edgewater mill, on the northwest side of Platte Lake, and that company's dock on Lake Michigan. The 22 July 1882 *Northwestern Lumberman* notes that the narrow gauge Frankfort Furnace Company railroad was ten miles long; it transported hardwood timber from the east to the company's furnaces.

Mapping this railroad presented special challenges. In and near Elberta, its right-of-way was probably owned subsequently by the Crane Lumber Company. Later, the AA took over the grade at about the time it acquired the Frankfort & Southeastern Railroad (F&SE). Few timberland deeds were filed by the Frankfort Iron Company/ Frankfort Furnace Company, or its owners. However, one group of properties was located 0.5 to 3.0 miles east of Elberta. Another, probably near the eastern terminal of the furnace company line, was concentrated in Sections 4, 5, 8, and 9 of Weldon Township. Between those two areas it seems reasonable that the line followed relatively level terrain, near the Betsie River. The orange, dotted line on page 75 represents such a pathway; its accuracy is uncertain.

The 1896 Directory to the Iron and Steel Works of the United States mentions that the Frankfort Furnaces had been idle since 1885, and were abandoned. The smelter site was acquired by the AA several years after 1885. That property was in Elberta; it became part of a boat landing, and the primary terminal of the AA on Betsie Lake.

### **Guelph Patent Cask Company**

The Guelph Patent Cask Company (GPC) operated a mill at Wolverine, in Cheboygan County, since 1887. The company founded the village of Honor at the time it opened a second mill there, in 1895. A reference to railroad grades operated by the company, in Benzie County, is found in Michigan's Logging Railroad Era, 1850-1963. That information should be evaluated carefully, for it has several inconsistencies. The narrative states: "They [the Guelph Patent Cask Company] most likely ran spurs off the two major railroads in the village of Honor: the Manistee & Northeastern Railway and the Pere Marquette."

To be able to interchange rolling stock, as described, would imply that these spurs were standard gauge. But that notion is contradicted by the following statement in the same book: "From a conversation with Frenchie Bond, of Beulah in 1991, it is apparent that the company ran several narrow gauge railroads from their mill at Honor. One of those old grades is still being utilized as a County Road, the 'Narrow Gauge Road' which runs east out of Beulah."

That last remark is also suspect, because the timberland proximate to Narrow Gauge Road was primarily owned by the Crane Lumber Company. In addition, Benzie County, A Bicentennial Reader confirms that Crane was the builder of the right-of-way for which Narrow Gauge Road was named.

It can be reasonably concluded that if the GPC used a narrow gauge grade, it would have terminated right at the mill. But aside from some property within approximately 0.25 mile of Honor, all other GPC timberland seems unlikely to have been accessed without using one of the nearby, standard gauge lines.

One right-of-way, probably used by the GPC, ran west through Sections 15, 16, and 17 of Homestead Township. It came off the Turtle Lake Branch of the Chicago & West Michigan Railway. Another possible, but unconfirmed grade may have followed Collison Creek to the north.

There is also a feature visible in the map on page 75 which has the general characteristics of a railroad grade. It is represented by a dark green line that originates from the Platte River Branch of the M&NE, in Section 7 of Inland Township. From there, the grade heads north into an area of timber owned at that time by the GPC.



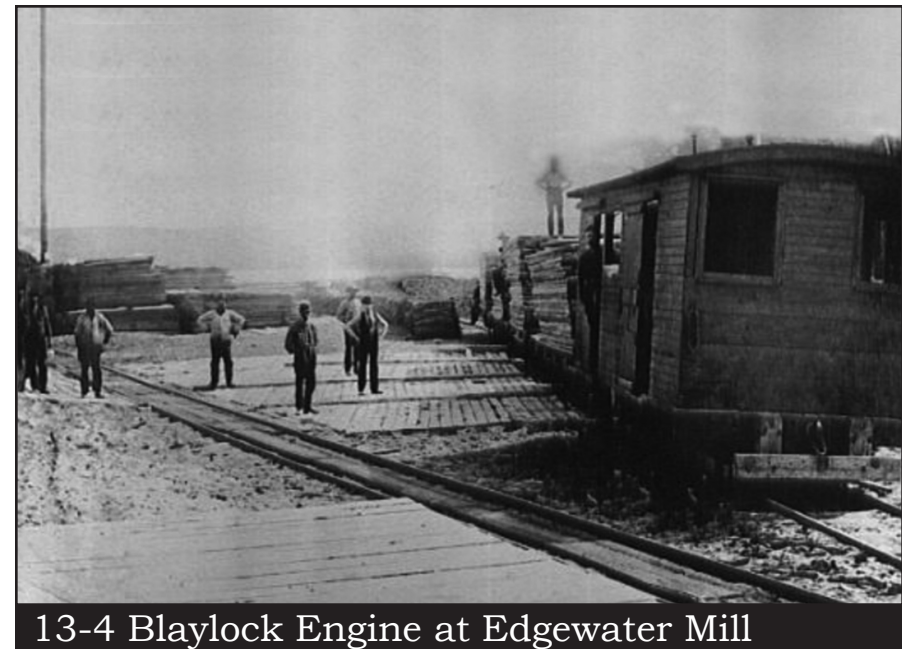
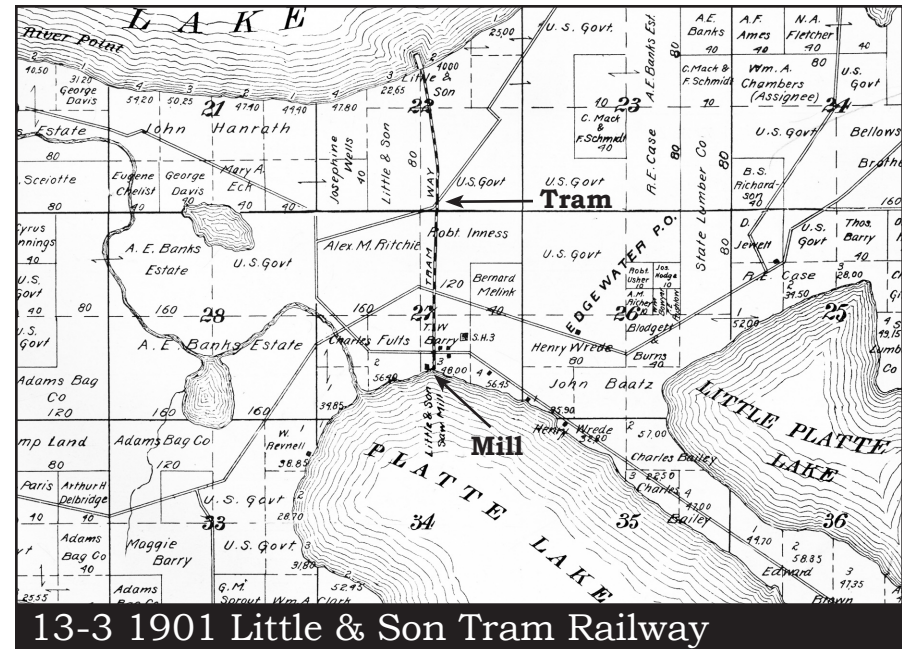
It should be noted that in the early 1890s, the Crane Lumber Company logged pine timber from many parcels of land northeast of Honor. Likely, the remaining hardwoods were harvested subsequently by the GPC. Perhaps some of the narrow gauge grades built by the Cranes were rebuilt to standard gauge for use by the GPC.

### Little & Son Tram Railway

John Little worked in a sawmill in Porter County, Indiana before moving to South Frankfort (now Elberta), where he farmed in 1880. He had five sons. Two of them, Thomas J. and John R. Little, worked at the Frankfort Furnace Company in 1880. By 1885, the furnace company was closed, and John Little began purchasing timberland southeast of South Frankfort. Those properties were in Section 35 of Crystal Lake Township, Sections 6 of Gilmore Township, and Sections 7 and 8 of Blaine Township.

With the Frankfort Furnace Company out of business, it had no need for its Blacklock-built locomotive. Eventually, the firm of Little & Son became its new owner. The locomotive was used on that company's tram railway, between Platte Lake and Lake Michigan. Although unconfirmed, it is suspected that, before this engine went to Platte Lake, John Little or one of his sons used it to reach the John Little timber southeast of Elberta. Such a right-of-way would have passed over Sliverville Road, in Section 6 of Gilmore Township. North of that area, timber could have been brought over the old, abandoned Frankfort Furnace Company grade, all the way to Betsie Lake. Alternatively, logs could have been dumped directly into the Betsie River.

Later, John Little and one or more of his sons operated the Edgewater mill. Situated on the north side of the west end of Platte Lake, the sawmill was owned by the Platte River Lumber Company. Alex M. Ritchey managed this mill in February, 1888, at which time he also became Edgewater's first postmaster. John Little succeeded Ritchey as postmaster in September of 1891, suggesting that by then, Little may have become superintendent of the mill. Figure 13-3 is part of the 1901 Atlas of Benzie County; a tram railway was used to move lumber from the lakeside mill to the company's dock on Lake Michigan. The 1900 Michigan Railroad Appraisal, Record Book 8, designated this railway as "Logging Road North of Frankfort." It was 1.25 miles long. Photographed at the Edgewater Mill, Figure 13-4 shows the former Frankfort Furnace Company's Blacklock engine that operated on this tram railway. Logs reached the mill from the wide area drained by the Platte River and were rafted to the mill by tugboat.



## Malcolm McDonald Railroad

Before coming to Benzie County, Malcolm McDonald was a lumberman at Falmouth, in Missaukee County. During 1885 and 1886, he purchased timberland around Platte Lake and also south of the village of Aral. Michigan's Logging Railroad Era, 1850-1963 notes that in 1887, McDonald was using a railroad three miles long, located on the Platte River. A dotted red line in the map on page 75 indicates a possible course for this line. It led to McDonald timber in Section 18 of Homestead Township, and in Section 13, immediately to the west.

McDonald sold some of these parcels to the Platte River Lumber Company in 1888. At the same time, he continued to buy additional properties, and yet more were purchased in 1890. The Platte River Lumber Company acquired the remainder of the McDonald timberland in 1891.

## Piqua Handle Company

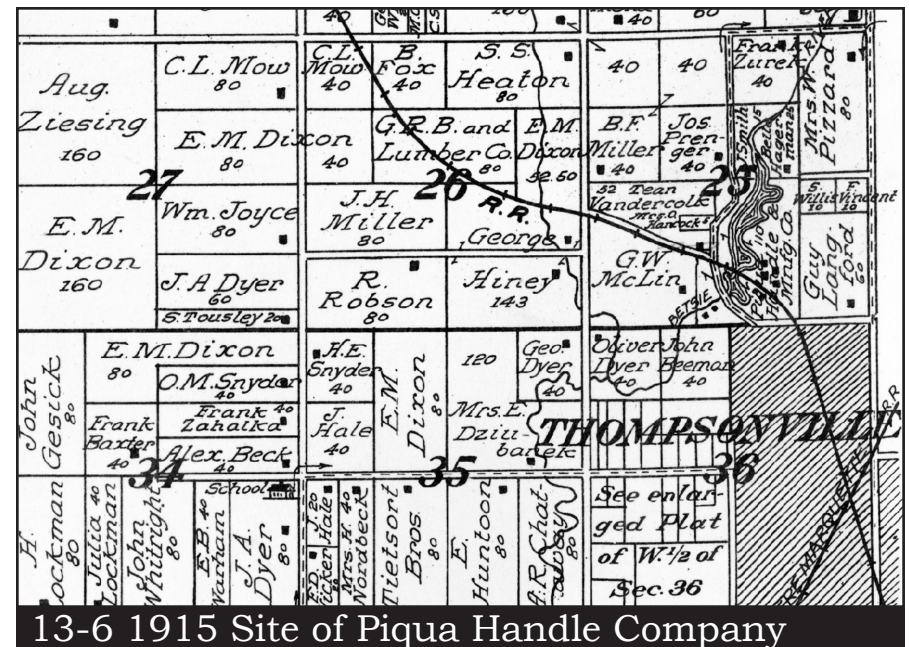
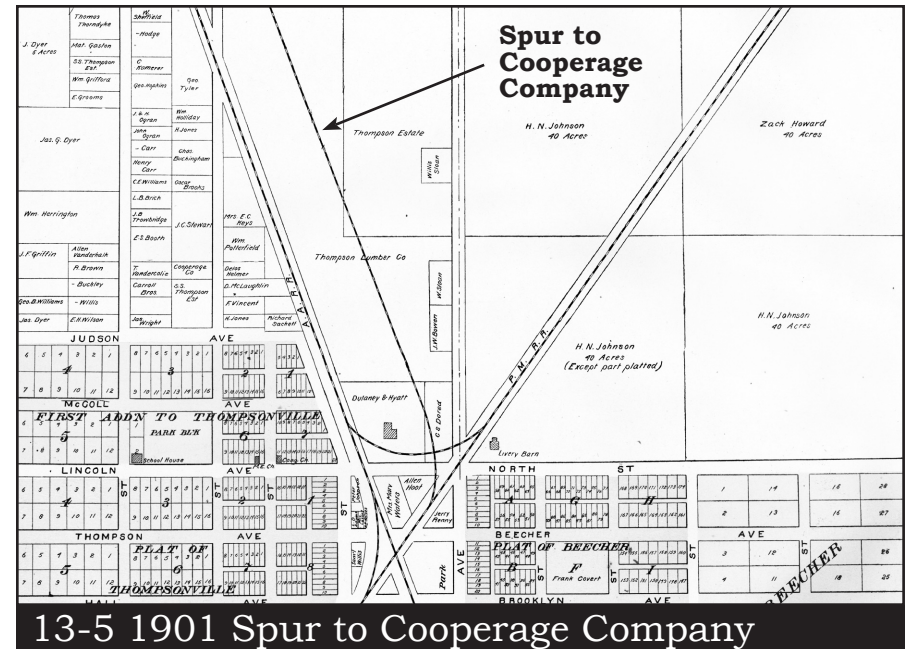
Immediately northwest of Thompsonville, on the Betsie River, the Thompsonville Cooperage Company began doing business in 1896. In 1897, land was purchased in the southwest quarter of Section 18 and the northwest quarter of Section 19, in Colfax Township. Logs from both properties could easily have been floated to the mill using the Betsie River.

A spur track leading to the company's sawmill, from the Pere Marquette Railroad, can be seen in Figure 13-5, which comes from the 1901 Atlas of Benzie County. The spur lay northeast of the AA, and ran parallel to it.

The Piqua Handle Company was operating at this site in 1911. Figure 13-6 is part of the 1915 Atlas of Benzie County. The plant is visible on the east side of the Betsie River. By 1915, the Pere Marquette spur had been removed. Figure 13-7 is an undated picture postcard view of the mill. The AA bridge over the Betsie River is visible.

Deeds recorded in 1910 suggest that some logs probably reached the Piqua Handle Company mill over the AA. They would have come from the southwest quarter of Section 8 in Weldon Township, and from the southeast quarter of Section 30, in Homestead Township.

The Piqua Handle Company plant at Thompsonville was moved to Marquette, Michigan in 1917.





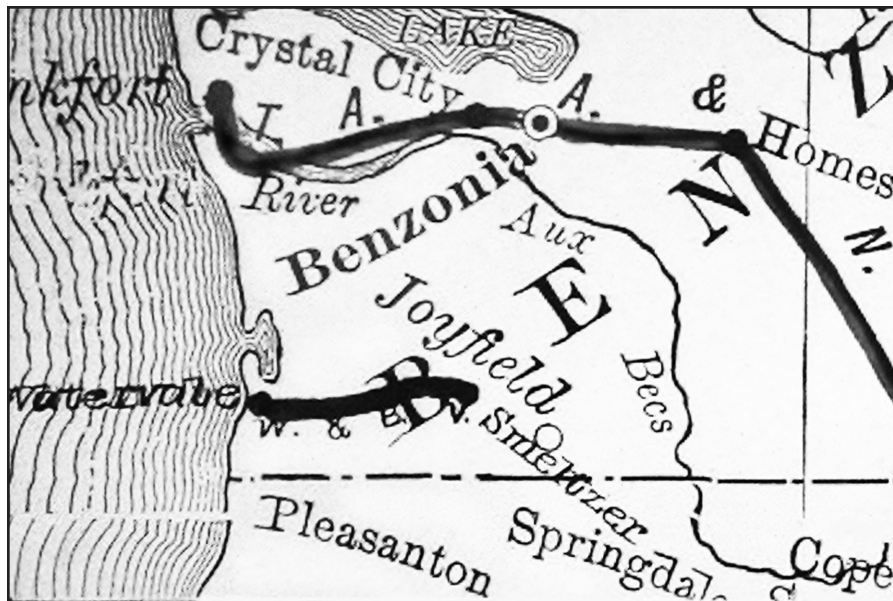


### **Watervale & Blaine Valley Railroad**

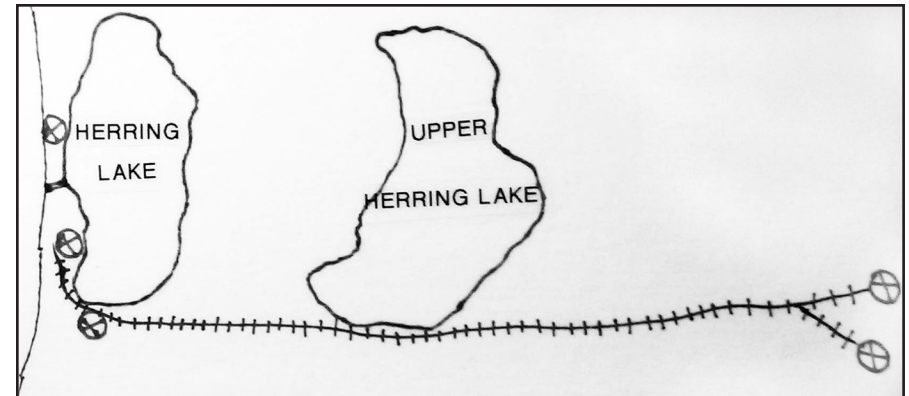
Leo F. Hale was the principal owner of the Watervale Lumber Company. Headquarters were at Watervale, in Blaine Township. The 5 May 1894 *Northwestern Lumberman* reports that the lumber company was grading a standard gauge right-of-way which would connect to the Chicago & West Michigan Railway at Thompsonville. There is evidence that, at least in the planning stages, the line was known as the Watervale & Blaine Valley Railroad. Figure 13-8 is part of the Michigan section of the 1891 Rand, McNally & Company's *New Shippers Railroad Map of the United States*. The proposed line is represented by "W. & B. V."

The railroad never got as far east as Thompsonville. When built, it passed through the villages of Gorivan and Smeltzer, neither of which exist today. Figure 13-9 is a 1900 map that is courtesy of the Benzie County Historical Society. Cram's 1902 *Michigan* is the source of the image in Figure 13-10.

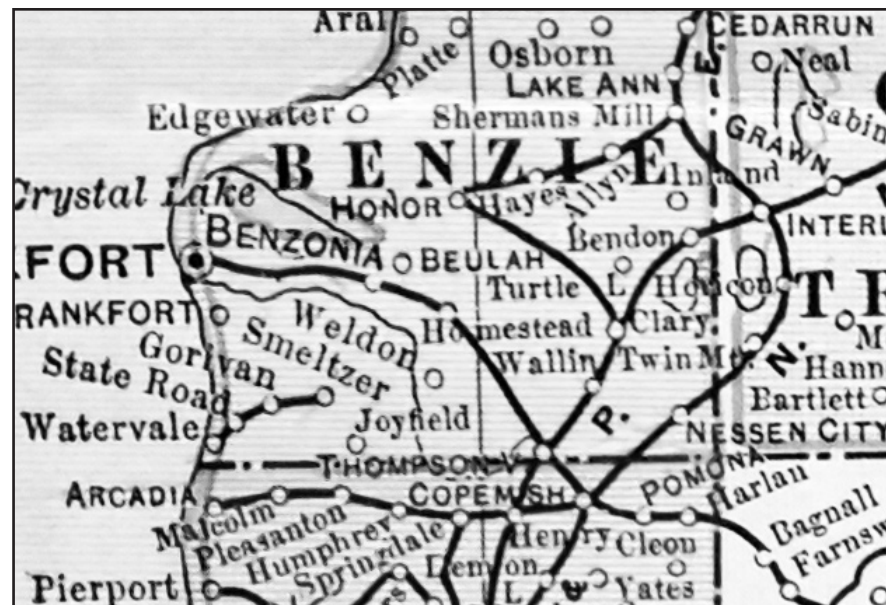
Hale eventually entered bankruptcy and lost control over most of his Blaine Township assets. It's unclear when the railroad ceased operating.



13-8 1891 Rand, McNally & Company Map

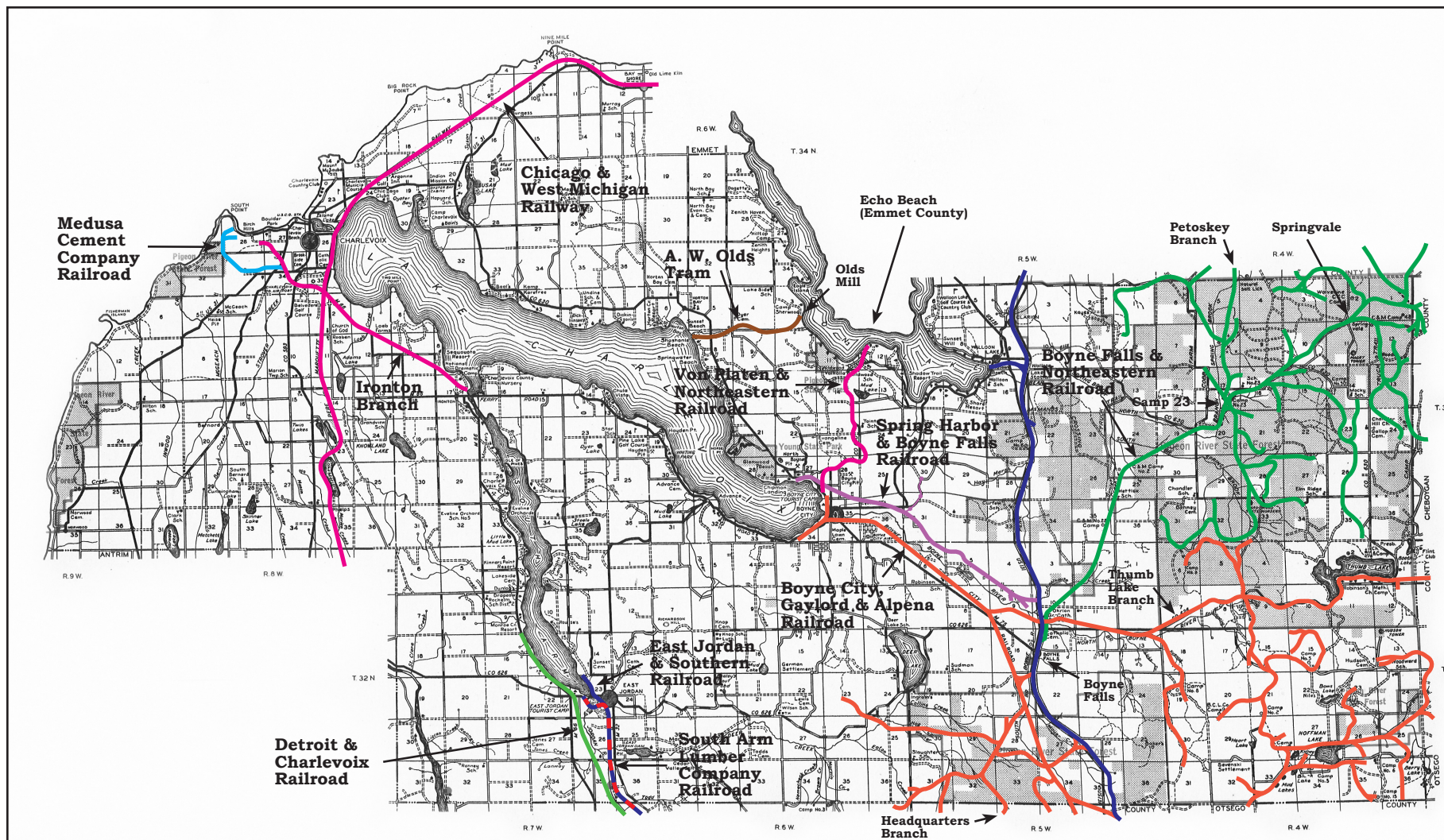


13-9 1900 Waterville & Blaine Valley RR Map



13-10 1902 *Michigan* by Cram





Charlevoix County Railroads

# 14

## Charlevoix County

### Big Beaver Island Railroads

Figure 14-1 maps the course of two known railroads on Big Beaver Island. Boardman & Sweet operated the earlier one. It was known as the Sweet's Mill Tram Road. It existed from the 1870s until 1894, at a time when the island was part of Manitou County. A tram ran on wooden rails placed along what is now Hannigan Road; the line was probably powered by oxen or horses.

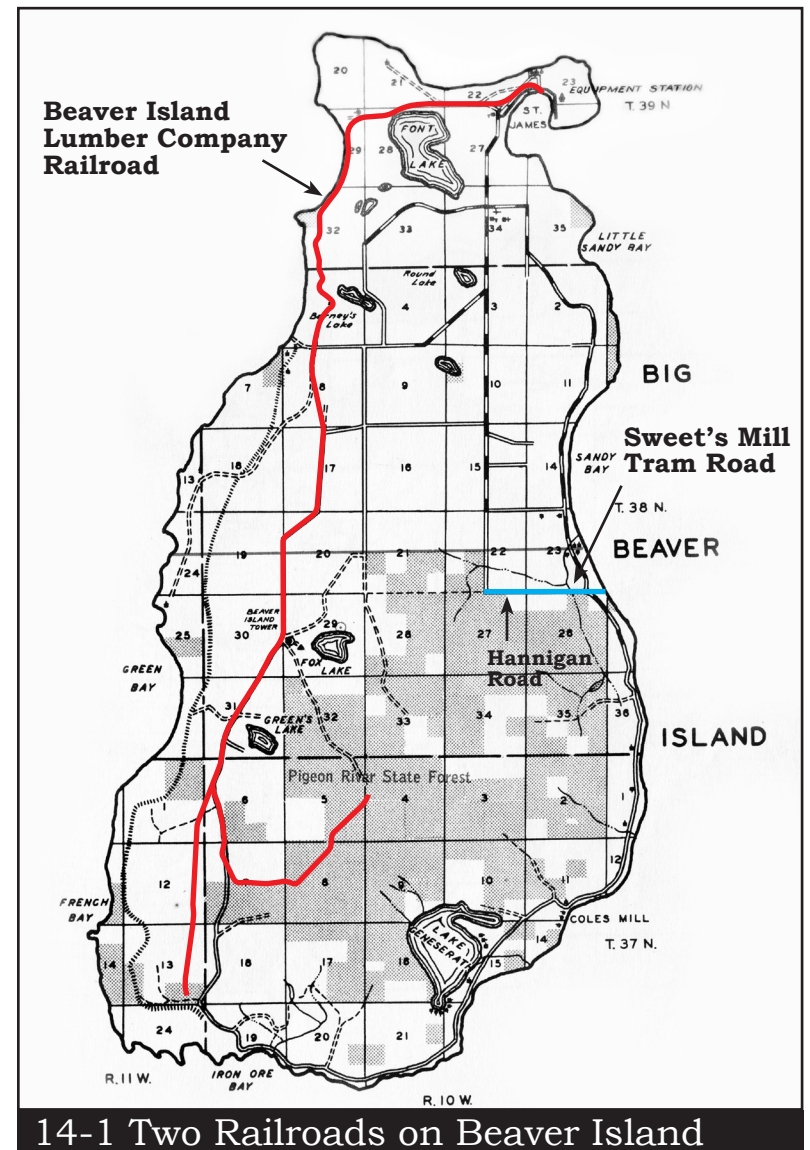
The *Journal of Beaver Island History* reports that the Beaver Island Lumber Company started building a logging railroad in 1902. It terminated in St. James, at the company's mill. Sixteen miles of track were in operation in 1910. Dale Case's *Beaver Island: a Study of Insular Land Utilization* provides a map of the lumber company's railroad as it could be located in 1938. It is reproduced in Figure 14-2. The railroad near St. James, as indicated in Figure 14-3, is drawn over part of the Big Beaver Island map which appears in the 1901 *Charlevoix County Plat Book*. Figure 14-4, part of the Claude Stoner Collection at the Bentley Historical Library, memorializes the crew of the company's Brooks-built saddle tank locomotive in 1907.

When the Beaver Island Lumber Company mill closed in 1915, the railroad was removed.

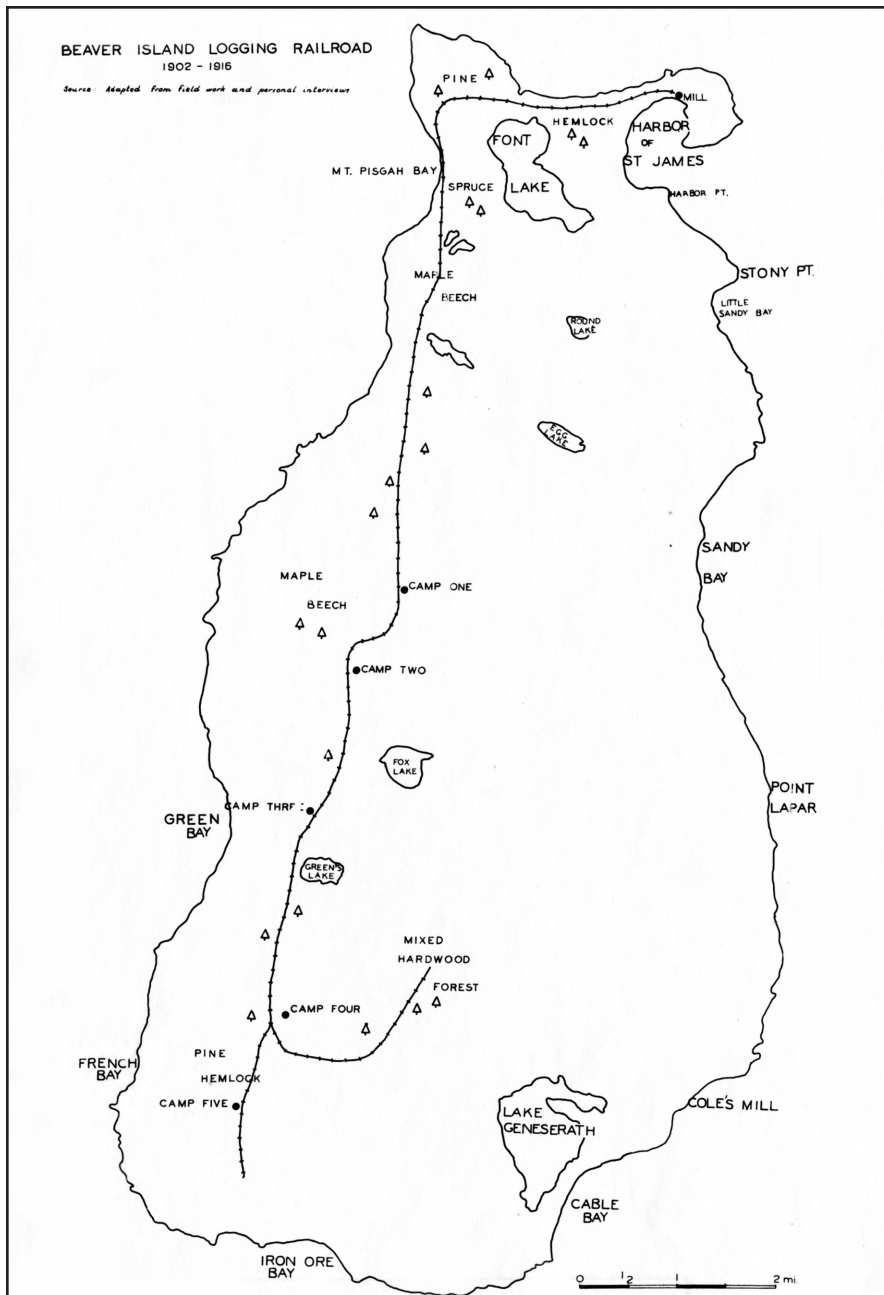
### East Jordan & Southern Railroad

The *Timberman* of 22 October 1898 mentions that the East Jordan Lumber Company was building a railway. It was to originate at East Jordan and extend eight miles to the south. The line had reached a length of twenty miles in 1901, when it was sold to the East Jordan & Southern Railroad (EJ&S), which had been incorporated on July 3rd of that year. The line was completed to a connection with the Pere Marquette Railroad, at Bellaire, on 1 October 1901. Figure 14-5 shows the route map of the EJ&S.

The history of the EJ&S actually begins well before 1898, with the South Arm Lumber Company (SALC). That company was the first organization to operate a logging railroad in the vicinity of Lake Charlevoix's South Arm. The 10 October 1885 *Northwestern*







**14-2 1938 Beaver Island Lumber Company RR**



**14-3 The Railroad near St. James**

Lumberman reports that the SALC was building a logging railroad to reach timber in Antrim County. That lumber company bought several lots in the village of South Arm in 1893, some of which had belonged previously to the Parkes Lumber Company. The SALC still existed as late as 1899, when it purchased the south half of the southeast quarter of Section 36, in South Arm Township. The two communities at the south end of the South Arm are visible in Figure 14-6, which is part of the 1901 Plat Book of Charlevoix County. By 1901, the EJ&S had acquired much of the SALC railroad right-of-way, and also operated a branch line to the village of South Arm, designating it as the West Side Lake Line of the EJ&S. Figure 14-7 is part of the 1901 profile of the EJ&S that was filed with the Michigan State Railroad Commission. Preserved at the Archives of Michigan, it displays the grade leading to the village of South Arm. The Detroit & Charlevoix Railroad (D&C), successor to the Frederic & Charlevoix Railroad (F&C), also passed through the village of South Arm. It arrived there about 1893, when the F&C was built to that village.

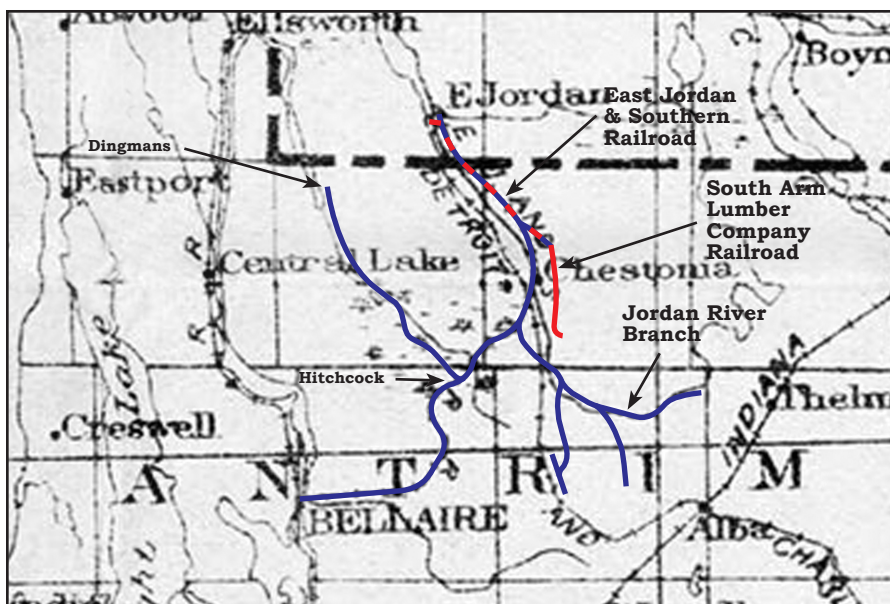
A map specifying the exact location of the SALC railroad has not been located. However, the map of Jordan Township in the 1897 Official Atlas of Antrim County reveals that the SALC owned timberland in





14-4 1907 Crew of Beaver Island Lumber Company's Brooks Saddle-Tank Locomotive

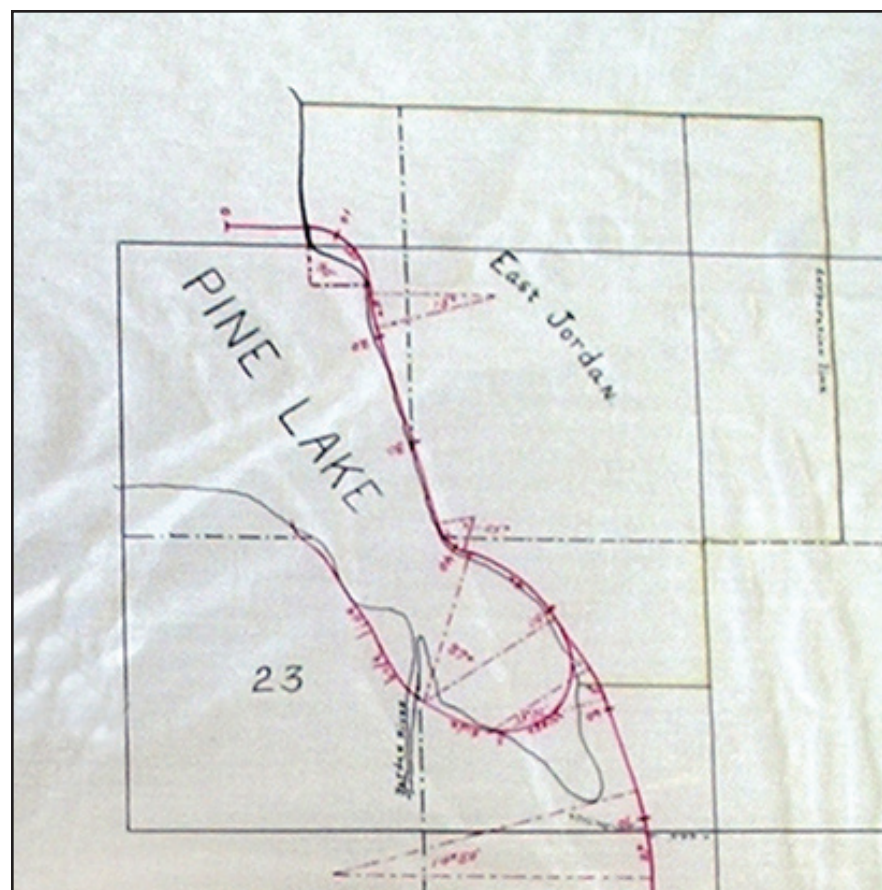




14-5 Map of the EJ&S and the SALC



14-6 1901 Sites of East Jordan and South Arm



14-7 1901 Profile of EJ&S at East Jordan

Sections 20, 28, 29, and 33. A residual stub of the grade used to reach those sections is probably the one identified in Figure 14-8 as "Origin of Branch." This figure is part of the 1928 *Department of Conservation Cover Map of Antrim County*. The residual track was in the southeast corner of Section 7, in Jordan Township. Figure 14-9, which comes from Rand, McNally & Company's 1898 *Michigan*, shows this same segment of track. By 1902, Rand, McNally & Company's *New Business Atlas, Michigan*, reveals that the EJ&S had built a new right-of-way south, toward Bellaire. A portion of that map is reproduced in Figure 14-10. The new line crossed the D&C at Marble.

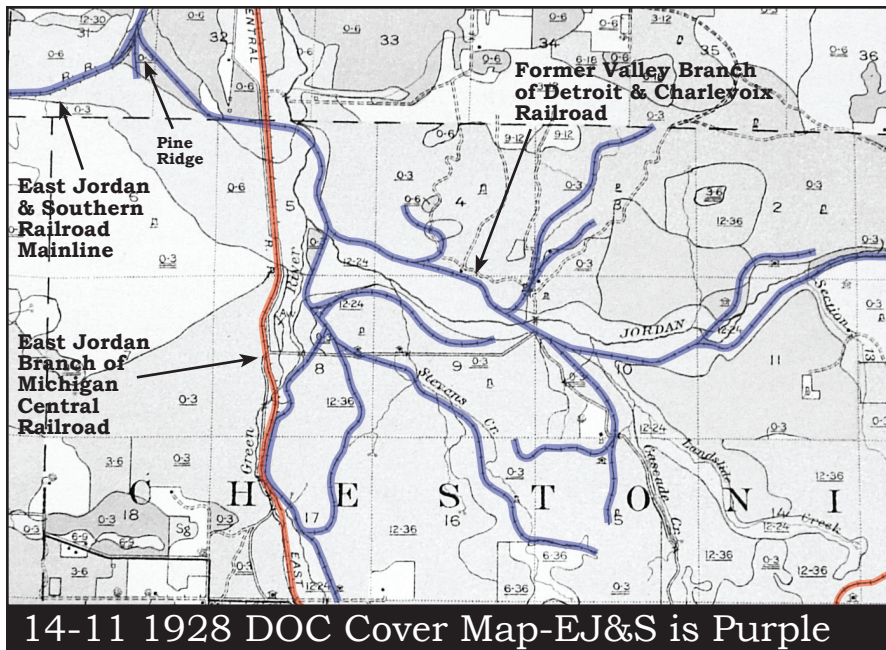




A major EJ&S branch was constructed from Hitchcock to Dingmans. Another branch led east from Pine Ridge and entered the Jordan River Valley. That branch reused some of the grades abandoned by the D&C's Valley Branch, which had been used previously to harvest pine belonging to David Ward, owner of the D&C. The EJ&S used this branch to obtain hardwoods for its East Jordan mill. Figure 14-11 is another part of the 1928 *Department of Conservation Cover Map of Antrim County*. It demonstrates the EJ&S grades along the Jordan River. In September, 1916, the former D&C mainline grade seen in this figure became the East Jordan Branch of the Michigan Central Railroad.

The 1910 Directory of the *American Lumberman* reports that the EJ&S was 31 miles in length and had 5 locomotives, plus 167 cars. In 1912, the Register of Sawmills, by the same publisher, notes that the line had grown to 38 miles. After undergoing years of decline, the EJ&S was dissolved 15 May 1962.



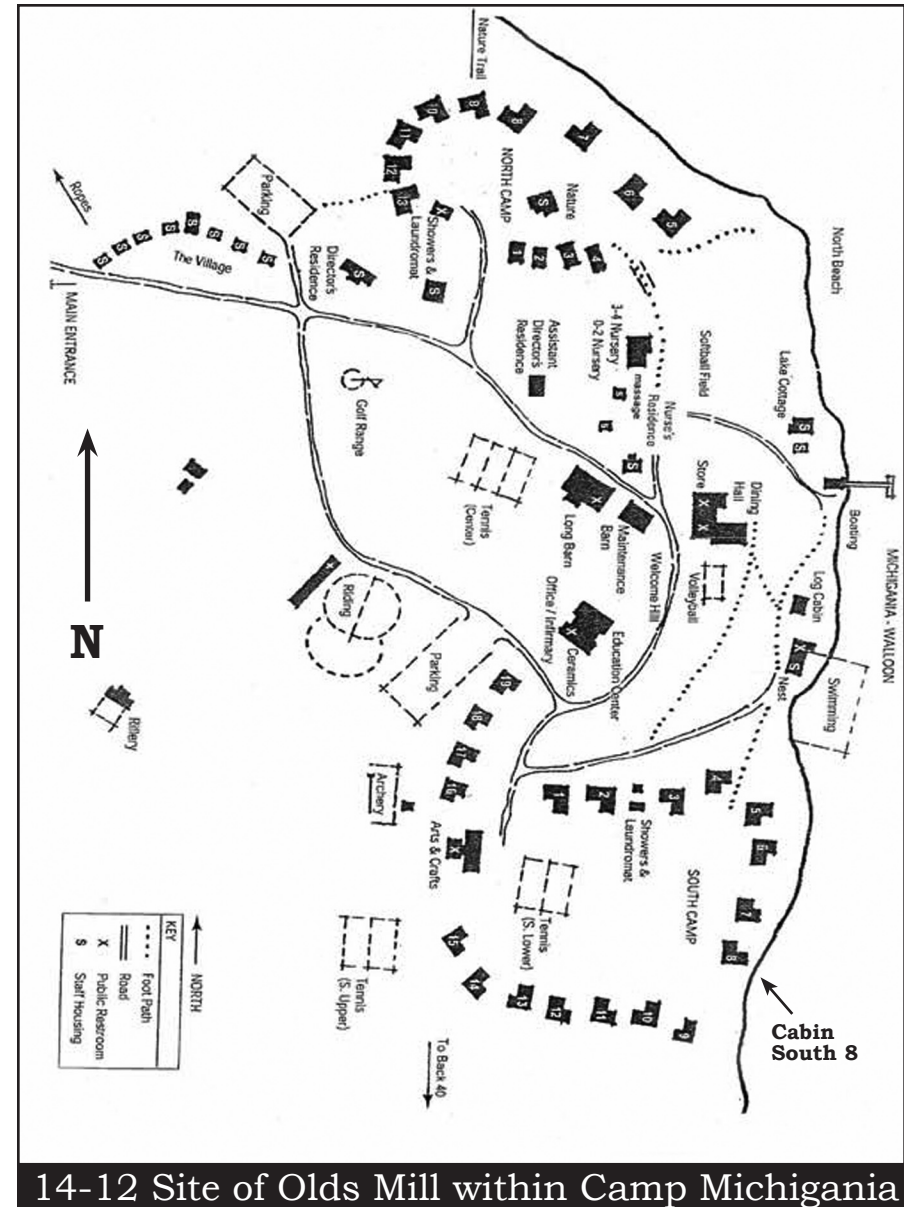


### Medusa Cement Company

The Medusa Cement plant, immediately west of Charlevoix, began operating in 1967. It developed a small industrial railroad that connected with a previously abandoned Pere Marquette Railroad spur. The plant is currently operated by St. Marys Cement Company and the railroad has been removed.

### A. W. Olds Tram Road

Albert W. Olds built a sawmill and a planing mill on Walloon Lake in 1882. They were sited on property that is now part of Camp Michigania, in Section 3 of Evangeline Township. Glen Williams, a Charlevoix County historian, recalls that the mills were located within the camp grounds, approximately where cabin South 8 is currently situated. Figure 14-12 locates cabin South 8 within the camp. A three-mile tram railway was installed in 1883. It ran from the mills to the Olds dock on Lake Charlevoix. Williams notes that horses provided the power for the tram road and the right-of-way followed, in general, the path occupied now by Sumner Road. Olds' business appeared in the 1886 Hotchkiss' Lumberman's Directory, with its post office address at Horton's Bay. At that time, the mills were producing 4,000,000 board feet per year.





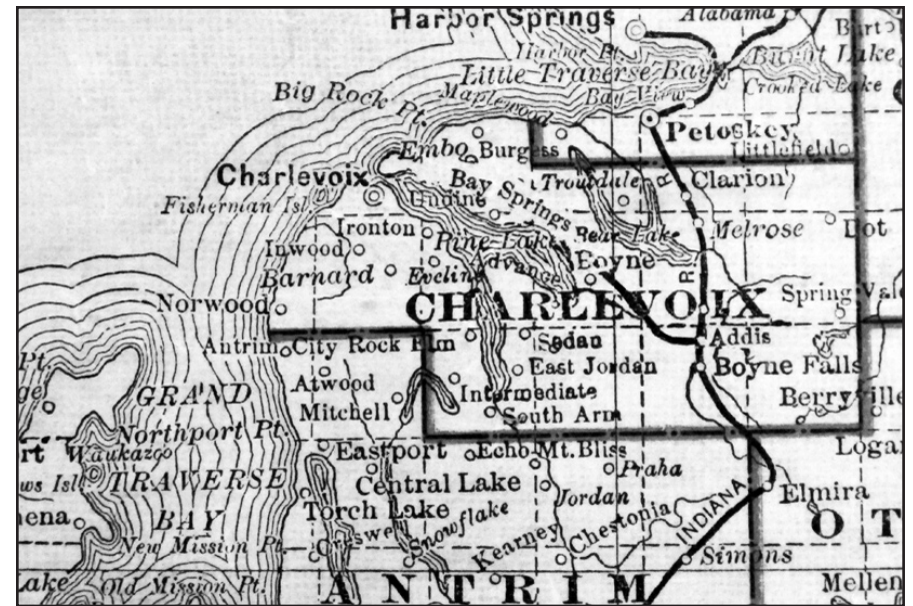
### Spring Harbor & Boyne Falls Railroad

The Spring Harbor & Boyne Falls Railroad (SH&BF) was a short-lived narrow gauge line that existed between 1882 and 1884. It operated between Spring Harbor (also known as Bay Springs), immediately northwest of Boyne City, and the Grand Rapids & Indiana Railroad (GR&I). Figure 14-13, courtesy of the Grand Rapids Public Library, is part of the 1883 Michigan Railroad Commission map. It shows that the junction with the GR&I was at a place called Addis.

The story of the SH&BF begins with Ephraim Shay, who operated a sawmill at the village of Spring Harbor. Page 403 of Charlevoix County Deed Book #8 records the sale of the mill (located in Blocks 3 and 5 of Spring Harbor) to William T. Addis in May of 1882. Both Shay and Addis had previous, but independent experiences with railroads in Wexford County. Addis had also logged by rail in Missaukee and Newaygo Counties.

After leaving Charlevoix County, Shay went to Harbor Springs, in Emmet County, eventually becoming famous for his innovative logging locomotive designs. There is no evidence that Shay had any part in the operation or ownership of the SH&BF. But the railroad did purchase the *Meta*, an early Henderson-type Shay locomotive. Figure 14-14, courtesy of the Burton Historical Collection, displays that engine with its geared drive system. Early on, Addis had a business relationship with Hiram Chapman and Russell M. Cadwell, with whom the Chapman, Addis & Cadwell Addition to Spring Harbor was platted. Evidently, Cadwell dropped out of the venture, for later records of Spring Harbor identify the subdivision merely as Chapman & Addis.

Another Charlevoix County deed locates part of the SH&BF right-of-way. It is recorded on page 404 of Deed Book #8. The railroad's right-of-way is described as fifteen feet wide and "commencing near the 8<sup>th</sup> post on the west side of the SE quarter of the SW fractional quarter of Section 26, T33N, R6W, and running and being across the above described forty and coming out near the 8<sup>th</sup> post on the south side of the SW quarter of the SE quarter of said section before described." Figure 14-15 is from a 1992 aerial photograph of the Boyne City area. The purple line indicates where a trace of the grade described in this deed can still be discerned. In addition, The Traverse Region notes that Addis & Company bought timber from the GR&I in Sections 30 and 31 of Melrose Township.



14-13 1883 Addis Location on RR Com. Map

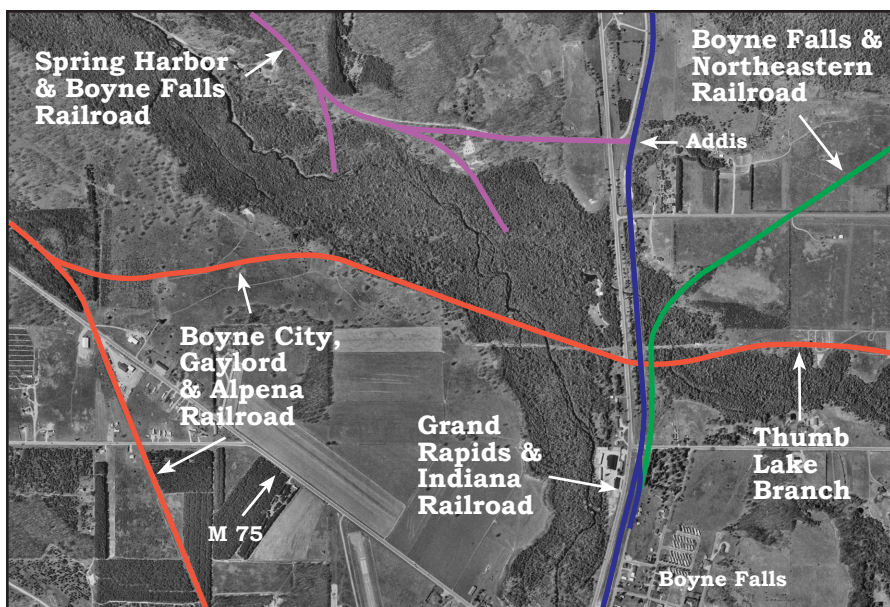


14-14 Circa 1883 SH&BF Engine-The Meta





14-15 1992 SH&BF Grade near Boyne City



14-16 1992 SH&BF Grade near Boyne Falls

By 1884, Addis was in serious financial trouble. The 29 March 1884 *Northwestern Lumberman* reports that his railroad consisted of track and one locomotive. Eighteen flat cars were to be auctioned at Bay Springs [Spring Harbor] on 19 Mar 1884. In August, 1884, Shay bought the sawmill property back from Addis. There was no more railroad activity in this area until 1893, when the Boyne City & Southeastern Railroad (BC&SE) came into existence. Figure 14-16 is from a 1992 aerial photograph of the Boyne Falls region. The paths taken by the SH&BF and the BC&SE can be seen. The grade built later by the Boyne Falls & Northeastern Railroad is also visible.

### Von Platen & Northeastern Railroad

Karl Godfrey Von Platen, known as "Gottfried," was born in Germany in 1867. He had two mills located on Lake Charlevoix. One was at Advance and the other, in Boyne City. Constructed in 1897, the Boyne City mill was immediately north of the W. H. White mill. Some logs came to the Von Platen mill at Boyne City via Lake Charlevoix; during the winter, logs arrived by sleigh. The 1910 *Polk's Lumber Directory* reports that in addition, the Boyne City mill was supplied by means of a three-mile railroad constructed with 60 pound rail. In 1915, *The American Lumberman's Sawmill Equipment Register* contains similar information. It also notes that the line was called the Von Platen & Northeastern Railroad. It had no locomotive.

Tracks ran from the Von Platen mill to Walloon Lake, in Section 12 of Evangeline Township. This allowed timber from anywhere on Walloon Lake to be transported easily to the Boyne City mill. Von Platen also had a large lumber camp in Emmet County, opposite the place on Walloon Lake where logs were loaded on the railroad. Those logs, from Section 1 of Resort Township (Township 33 North, Range 6 West in Emmet County), were dumped into the lake at Echo Beach and towed across to the loading area. When local timber was exhausted in 1916, the Von Platen mill closed and the lumberman relocated his business to Iron Mountain.

### Amos Fox Tram Road

*Michigan Railroads & Railroad Companies* reports that about 1867, Amos Fox built a private lumbering tramway in Charlevoix. No records concerning Fox's enterprise could be found in Charlevoix County deeds.

# 15

## Cheboygan County

### Cheboygan & Presque Isle Railroad

Millard D. Olds built his first mill at Cheboygan about 1892. It produced barrel staves. In the early 20<sup>th</sup> century, Olds purchased the Nelson and Clark mill, located on the east side of the mouth of the Cheboygan River. By then, he had accumulated a supply of primarily hardwood timberland in Cheboygan County.

A huge forest fire devastated parts of Cheboygan and Presque Isle Counties in October of 1908. There remained a large amount of standing, dead timber which needed to be harvested before becoming insect-infested and valueless. Olds, in conjunction with the Pfister & Vogel tannery, devised a plan to harvest that timber. Logs were hauled to the Olds mill by a new line, the Cheboygan & Presque Isle Railroad (C&PI). There, hemlock bark was removed and the timber sawed. The bark was transported by the Michigan Central Railroad to the Pfister & Vogel tanneries in Cheboygan and Milwaukee.

It didn't take Olds very long to construct the C&PI. The 17 November 1909 *Cheboygan News* reports that its mainline was 12.5 miles long, with branches totaling 8.0 more miles. It was anticipated that one of those branches would be extended to "the High Banks [Sections 25 and 26 of Benton Township, Township 38 North, Range 1 East] on the Huron Shore" by the following spring.

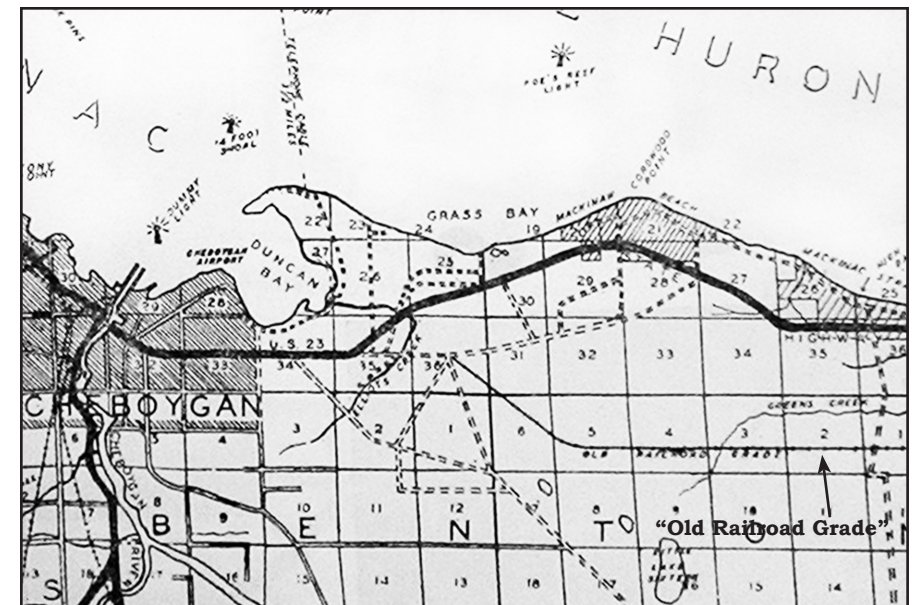
*Our Story: Celebrating 150 Years of Cheboygan Business History* was published in August, 2010. It records that "From his mill he [Olds] had a spur-line railroad which ran out to the east of town, roughly following the Alpena State Road." Indeed, the eastward continuation of Alpena State Road is modern-day Rail Road Grade Road. A representation of the abandoned grade is visible in Figure 15-1, which comes from the 1933 *Official Map of Cheboygan County*, and appears courtesy of the Bentley Historical Library.

Near Cheboygan, the right-of-way was mapped as a survey of Sections 33 and 34 of Benton Township. It appears in Figure 15-2 and is part of the Millard Olds Collection at Central Michigan University's Clarke Historical Library. Beneath the map is written "The above red line

shows [the] amount of surveying done yesterday-black line where we put in a curve: we began our survey one rod south of eighth line at school house and after running about 80 rods our line swung just a few feet north of [a] fence and followed along that way for a short distance and then swung back south of [the] fence: our line of course was straight but the fence was not."

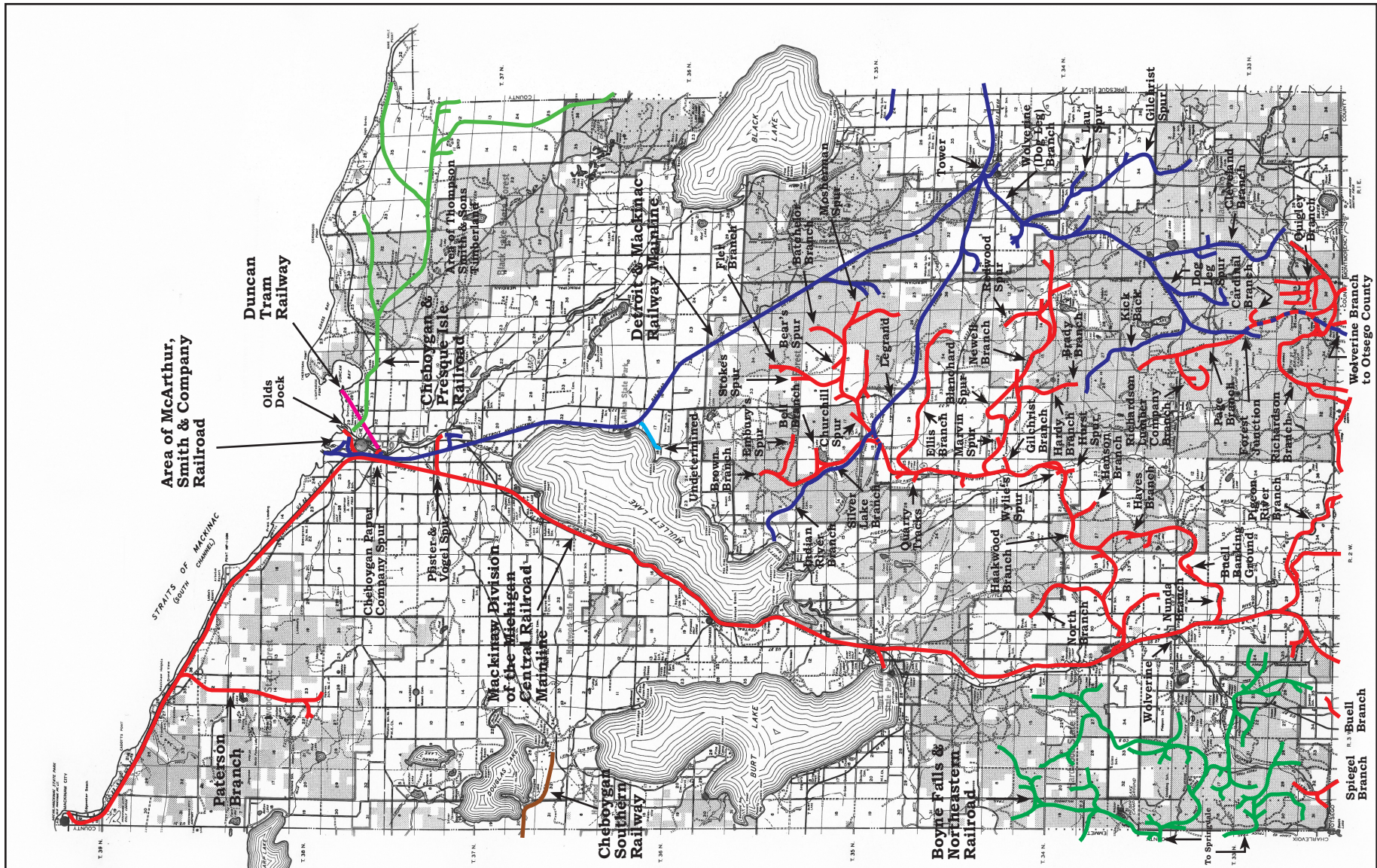
"We can leave the eighth line to go across Old Corduroy [Road] on a 2.5 degree curve and Mr. Pettys says we will be able to make [a] curve at Swede School all OK. . . ."

"I went to see Mr. [August] Lumberg in regard to right [of] way across his place and while he is a little stiff in price, I think we can deal with him all right."



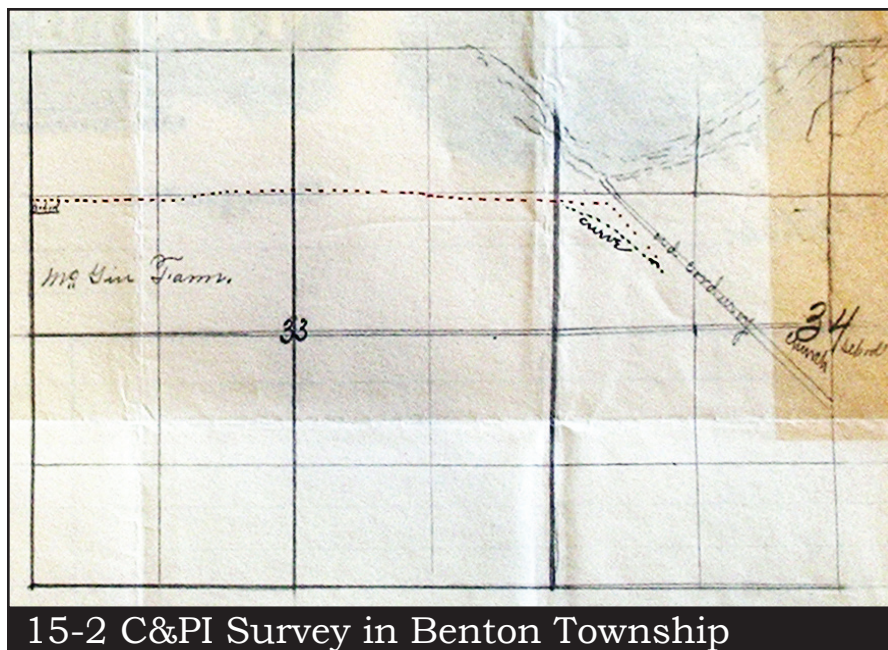
15-1 1933 Map Showing C&PI Right-of-Way





Cheboygan County Railroads





East of Old Corduroy Road, at Swede Town, the Swede School was located on the south side of a road coursing east to west. That road separates the north and south halves of Section 34, in Township 38 North, Range 1 West. The school was just west of the center of Section 34, and part of the word "School" may be seen near the right edge of Figure 15-2.

The Millard Olds Collection at the Clarke Historical Library also contains Olds' June, 1909 application to cross two "public highways" in Benton Township. The C&PI was to cross Old Corduroy Road at or about the east line of Lot 2, in Section 34. The second crossing was requested over the "East and West Quarter line road at a point immediately east of schoolhouse in center of said Sec. 34, T 38 N, R 1 W."

Farther east, the line was described after reaching the approximate center of Section 35, where it lay 49.5 feet south of the center line of the East and West Quarter Line Road. It ran parallel with that road to the east line of Section 35. Upon entering Section 36, it curved southeast to exit that section 545.5 feet west of the southeast section corner. Beyond that point, it passed through Section 1 of Township 37 North, Range 1 West, and then into Section 6 of Township 37 North, Range 1 East.

Gretchen Toshach, a descendent of Olds, relates that "Logging operations began in late 1909 and continued into 1912 when the harvest was done and the rails were taken up." The Olds mill closed in 1916.

### Duncan Tram Road

Jeremiah Woolston Duncan moved to the vicinity of Cheboygan in the mid-nineteenth century. Along with Alfred and Jeremiah Woolston, he was associated in the firm of J. W. Duncan & Company. Meanwhile, in the winter of 1847-48, Alexander and Ronald McLeod built a water mill and dam on the Cheboygan River. It was located a short distance north of the paper company plant and dam that are still sited along the river in the twenty-first century.

About 1840-50, J. W. Duncan & Company bought the Ronald McLeod dock at what is now Duncan Bay, approximately two miles east of Cheboygan. South of downtown Cheboygan, near the water mill, Duncan's company and Ronald McLeod built a bridge over the Cheboygan River in 1850. J. W. Duncan & Company purchased a controlling interest in the mill in 1851 and sought a means to get lumber to their dock at Duncan Bay. A tram railway was constructed between the water mill and dock in 1852. It is described in The Traverse Region, Historical and Descriptive as "a tramway in a direct line with the water mill, near the dam, to Duncan Bay."

### Haak Lumber Company

Jacob A. Haak was experienced in railroad logging well before coming to Cheboygan County. He operated a three-mile, narrow gauge line in the 1880s at Chase, in Lake County. In the 1890s, he managed Haak's mill, north of Luther, in the same county. On the lookout for fresh timberland, in 1899 he bought 15,000 acres in Cheboygan County from the Jackson, Lansing & Saginaw Railroad, in the vicinity of the Mackinaw Division of the Michigan Central Railroad (MC).

Haak's Cheboygan County logging was done in conjunction with the Haakwood and Nunda Branches of the MC. The Haakwood Branch left the MC mainline at Haakwood, the location of the Haak Lumber Company mill, approximately one mile south of Rondo. The 1906 American Lumberman's Industrial Statistics: List of Steam Logging Roads suggests that the company had its own logging railroad. However, with the extensive network of MC branch lines available to Haak's company, it seems likely that any grades built by Haak were merely logging spurs.



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Jacob A. Haak was 63 years old in 1900. By 1910, his mill at Haakwood no longer was operating, and Jacob was living in retirement in Portland, Oregon. His son, Charles, carried on the lumber business in the State of Oregon.

### **McArthur, Smith & Company**

Ward B. McArthur and William Smith founded the firm of McArthur, Smith & Company of Cheboygan. After William Smith died in 1876, his son Charles Smith assumed a large role in the company. Ward B. McArthur died in 1879 and that same year, Charles Smith left the business. The company was reorganized as W. & A. McArthur, controlled by William and Archibald McArthur, who operated the business for several more years.

With the company's sawmill on the Cheboygan River, most logs arrived by water. When very little snow fell in the winter of 1878, transporting logs to the river proved to be a challenge. The 30 March 1878 *Lumbermans Gazette* notes that McArthur, Smith & Company was making its own logging cars, using concave wheels. They were to run on logs (a pole road) and would help remove timber left lying in the woods from the previous winter's cut.

While the company continued in operation for at least another twenty-five years, no record could be found to indicate where this pole road had been or how long it was used. Michigan's Logging Railroad Era, 1850-1963 includes a citation suggesting that the W. & A. McArthur Company was "Operating [a] Cheboygan logging railroad" in 1906, but that reference could not be verified. Such a line did not appear in the 1907 Sanborn Fire Insurance Map of the city of Cheboygan.

### **Mitchell & Belcher**

The March, 1900 issue of *The Wood-Worker* reported "Charles T. Mitchell of Cadillac, and Fred S. Belcher of Charlotte, have formed a partnership and are operating a sawmill near [the village of] Trowbridge, Cheboygan County." Michigan's Logging Railroad Era, 1850-1963 cites the 1906 *American Lumberman's Industrial Statistics*, page 222, for an implication that Mitchell & Belcher were operating a railroad from Trowbridge during that year. However, Polk's 1907-08 *Michigan Gazetteer* notes only that the men operated a general store, sawmill, and lumber business there. The business was located in Section 28 of Nunda Township.

All of their timber holdings were within 1.5 miles of either the Pigeon River or parts of the Nunda Branch of the MC. Although the MC may have built short logging spurs into their land, in Sections 15, 21, 32, and 33 of Nunda Township (Township 33 North, Range 2 West), available MC maps do not show them.

### **Thompson Smith Tram Road**

While Jeremiah Duncan gave his name to the village of Duncan, Thompson Smith was the man who turned Duncan into a thriving community. The settlement languished after Jeremiah Duncan's premature death in 1854. Smith, coming from Toronto, Canada, bought most of the property around Duncan in 1870. He proceeded to develop the area into an important lumber milling town.

The 2 February 1878 issue of the *Cheboygan Northern Tribune* reports "We understand that Thompson Smith is going to construct a tram-railway from some of his camps, for the purpose of hauling his logs to the water." The article did not specify that the mill at Duncan would be the terminal for the railway. Smith owned timberland on, and near the Lake Huron shore, east of Duncan Bay. He also had large tracts of timber farther south in Cheboygan County, particularly near Burt Lake. Significantly, The Traverse Region reports that Thompson Smith possessed two tugboats. A reasonable conclusion is that his railroad may have dumped logs into Lake Huron somewhere east of Duncan Bay, using the tugs to tow them to the mill. One can also imagine other possible locations for the tram road, perhaps terminating on the Cheboygan or Black River. If logs were dumped into Burt or Mullett Lake, a tugboat would have been necessary to tow them to the outfall of Mullett Lake.

Thus it is unclear just where Thompson Smith's railway was sited, how long it operated, or whether it used animal power or a locomotive. It did not exist in 1884, the year covered by Twelfth Annual Review of the Lumber and Shingle Product of the Northwest.

### **Alva C. Sweet**

Alva C. Sweet was a carpenter in Nunda Township who became involved with logging early in the twentieth century. In 1902 and 1903, he purchased timberland in Sections 16 and 22 of Nunda Township (Township 33 North, Range 2 West). He logged from spurs along the Pigeon River Branch of the MC.

# 16

## Clare County

Much of the material presented in this chapter has been examined in greater detail in Cut and Run! Railroad Logging in Clare County, Michigan.

### Harrison & Muskegon River Railroad

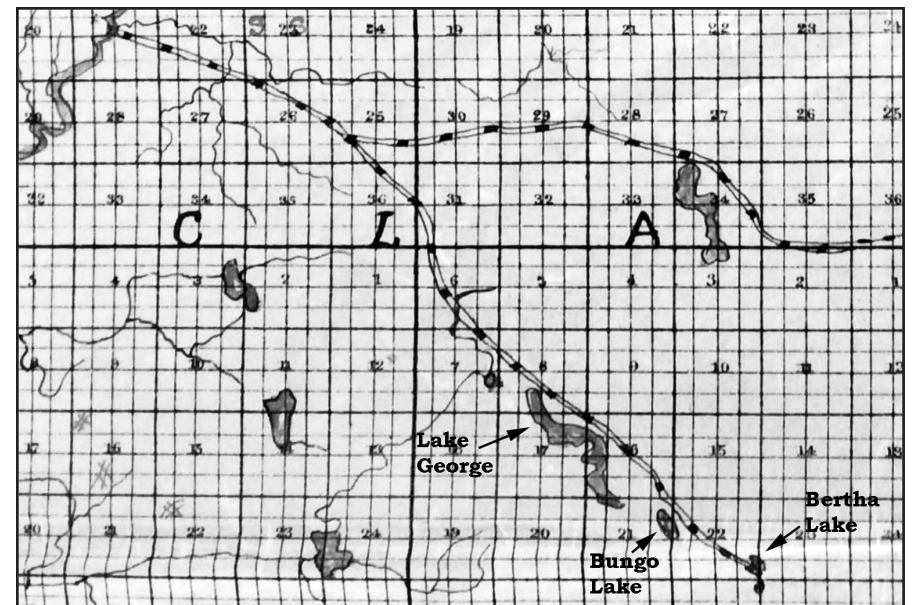
The Harrison & Muskegon River Railroad (H&MR) was built and operated by Healy Cady Akeley in conjunction with Charles B. Field. Field managed the Roscommon Lumber Company, a subsidiary of the Grand Haven Lumber Company. Track-laying on this standard gauge line probably began sometime in 1886, using locomotives, rails, ties, and other track materials that came from an abandoned Grand Haven Lumber Company railroad in Montcalm County. Poor's Directory of Railway Officials, using information gathered in 1886, reports that the H&MR was ten miles long, used one locomotive, and had forty cars. The 18 November 1886 *Newberry News* notes that "*The Toledo, Ann Arbor & Northern Railroad has purchased the ten miles of roadbed graded last winter by the Roscommon Lumber Company to the Muskegon River, paying therefore the sum of \$24,000.*" It was rumored that this right-of-way would be used in constructing the Toledo, Ann Arbor & North Michigan Railway (TAA&NM), predecessor of the Ann Arbor Railroad (AA) through Clare County.

Instead, the TAA&NM chose to build over the roadbed of the Lake George & Muskegon River Railroad (LG&MR). Eventually, the track on the H&MR right-of-way was pulled up. It was used elsewhere to construct the route finally selected by the TAA&NM. Some of the H&MR grade was later relaid with rails and operated by the Pere Marquette Railroad.

### Lake George & Muskegon River Railroad

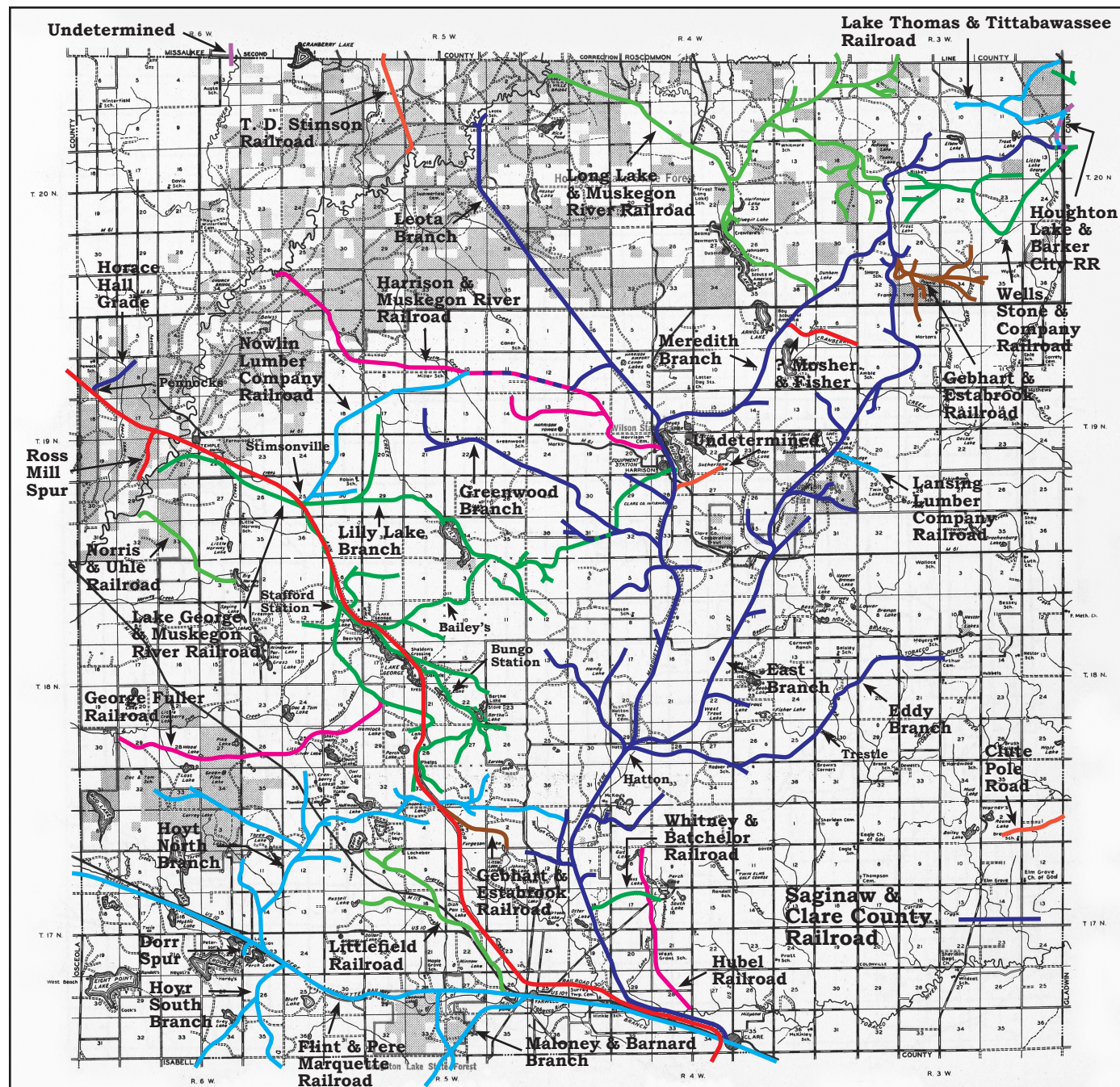
Additional information about the Lake George & Muskegon River Railroad (LG&MR) has come to light since publication of Cut and Run! Railroad Logging in Clare County, Michigan. The maps of the line, presented herein, have been revised to include that information. Figure 16-1 is a map from the Quinn Papers at the Archives of Michigan. Clearly, the mainline of this railroad passed along the northeast side of Bungo Lake; it did not cross the lake, nor did it

run along the southwest shore of the lake. What was labeled as a wagon road in Cut and Run!, between Bertha Lake and the village of Lake George, is now understood to have been the mainline of the LG&MR. Appropriate corrections have been made in the map on page 97. Littlefield's *Farwell: The First Fifty Years* provides one reason why the location of the LG&MR grade is difficult to pinpoint, between the village of Clare and Bertha Lake. Much of that right-of-way ran over a corduroy roadbed constructed of logs. Logs were placed in the water and mud of this swampy region until a firm surface was obtained. Then, in 1930, Dick Miller and Nick Pfannes operated a sawmill on the southeast shore of Bungo Lake. Logs from the corduroy roadbed, preserved by submersion, were salvaged and sawed into lumber. Unexpectedly, Figure 16-2, from a 1998 aerial photograph of the area between Bungo and Bertha Lakes, still shows the location of the LG&MR mainline.

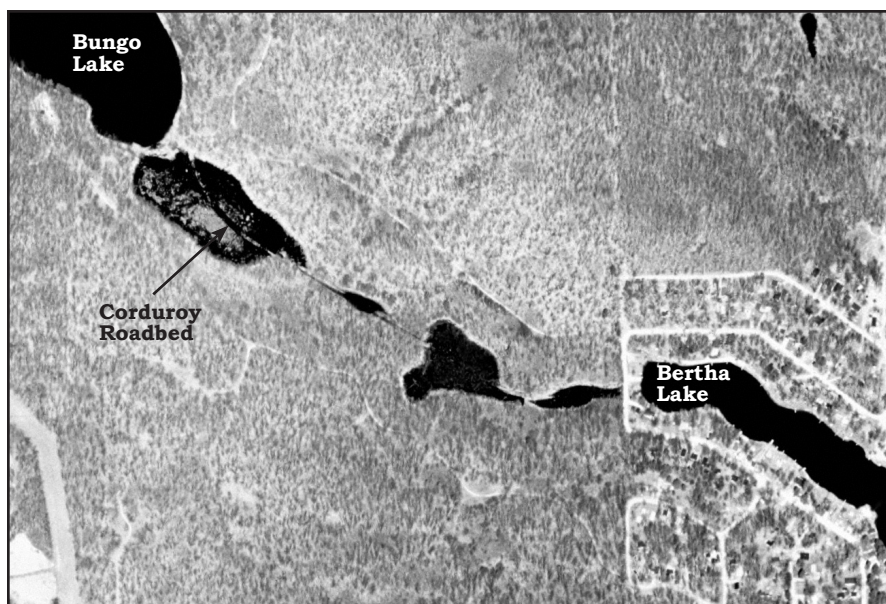


16-1 LG&MR from the Quinn Papers

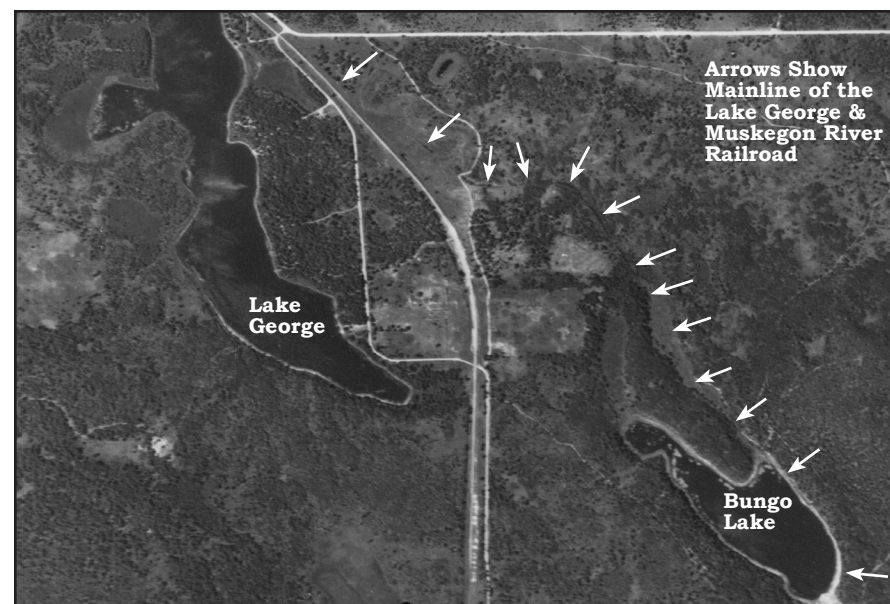




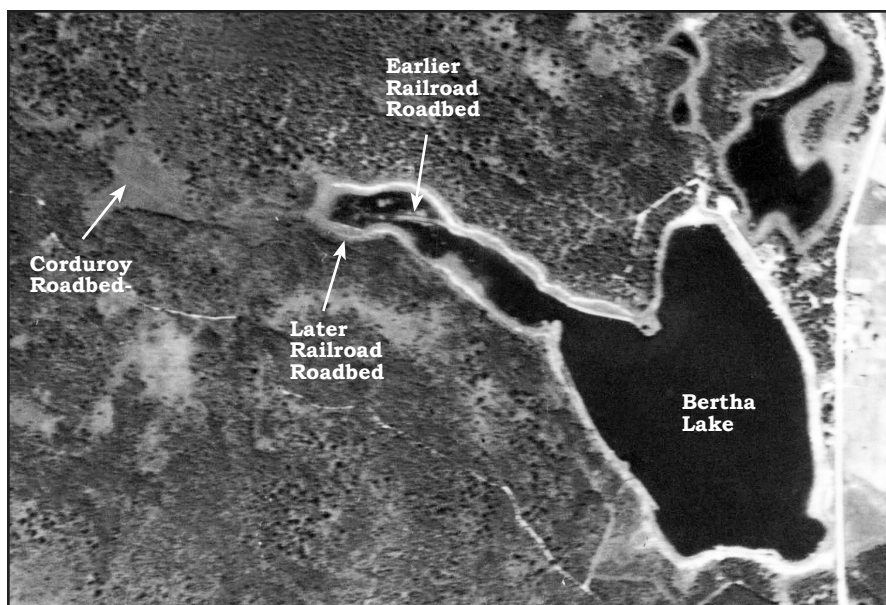




16-2 1998 Path of LG&MR SE of Bungo Lake



16-4 1938 Path of LG&MR NW of Bungo Lake



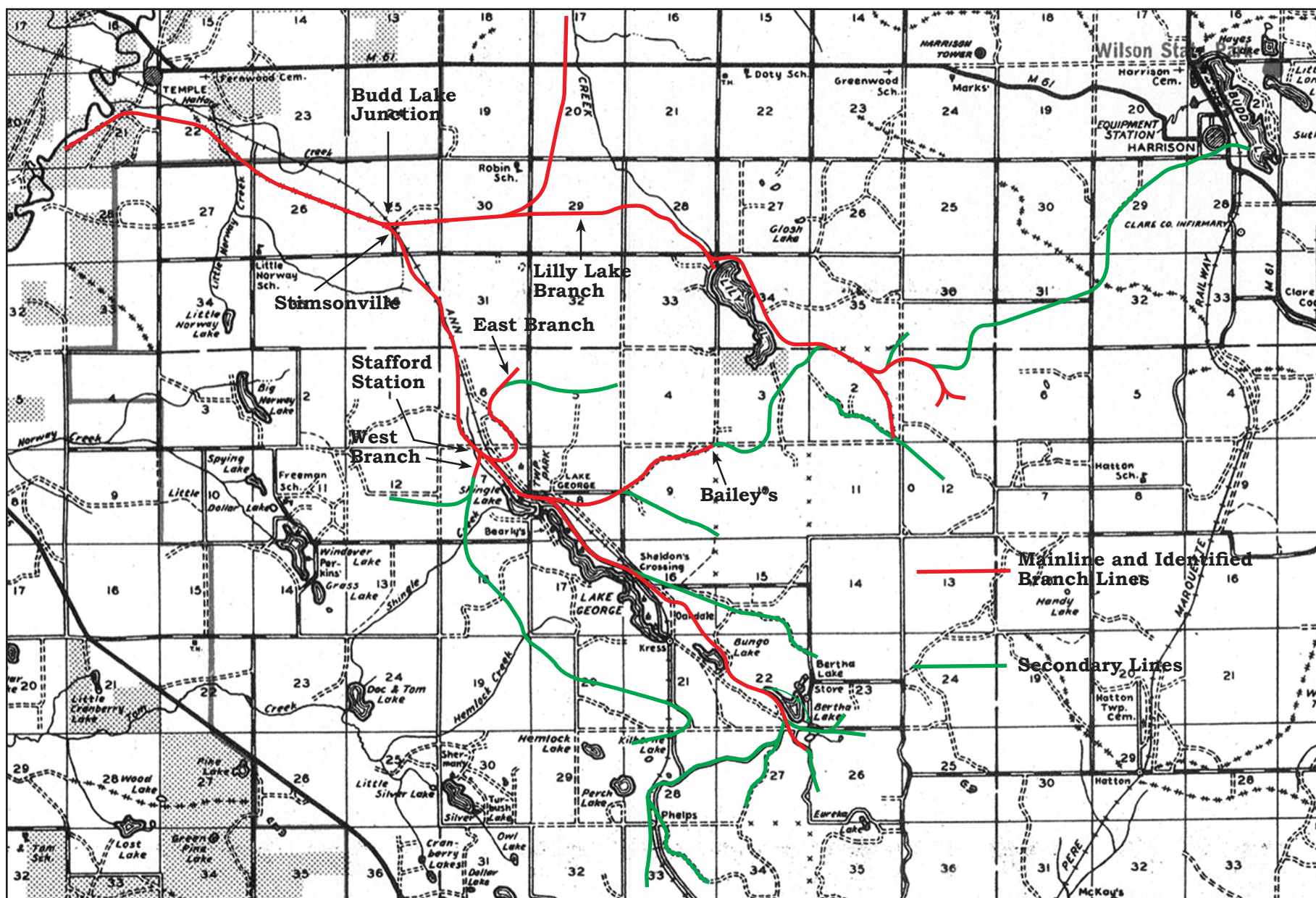
16-3 1938 Path of LG&MR at Bertha Lake

The Littlefield book also mentions that the earliest right-of-way of the railroad, at Bertha Lake, actually ran from the southeast side of the lake “northwesterly across Bertha Lake.” When this proved unsatisfactory, the roadbed was rerouted to the southwest shore of the lake. Nonetheless, remains of the earlier path across Bertha Lake can be seen in Figure 16-3, which is part of a 1938 aerial photograph. Another portion of the same photograph is displayed by Figure 16-4. The course of the railroad grade, northwest of Bungo Lake, is indicated by a series of white arrows.

Historically, the LG&MR was one of Michigan’s most important railroads. While not the first logging line to operate a steam locomotive, it probably was the most famous. Part of its mainline was used by the TAA&NM, predecessor of the AA, between 1888 and 1894.

The LG&MR was formed by Articles of Association filed 29 Dec 1876 by Winfield Scott Gerrish. The railroad operated using two different types of rolling stock: standard flanged wheels which ran on steel rails, and concave wheels, which rolled on logs (poles). Figure 16-5 shows the LG&MR mainline and named branch lines with red lines.





16-5 Mainline, Identified Branch Lines, and Secondary Lines of the LG&MR



16-6 1886 LL&MR on *Map of Michigan* by Page

Blue lines indicate transient, secondary grades, some of which may have been pole roads.

The railroad began hauling logs over a 7.5 mile mainline on 28 January 1877. Two branch lines were operating in 1878, both of which originated at Stafford Station. An additional lengthy branch came into service in 1879. Originally 5.17 miles long, it left the mainline at Budd Lake Junction and ended at Lilly Lake.

The LG&MR was bought 2 January 1882 by Charles H. Hackley, Porter Hackley, and Thomas Hume. Together, these men conducted business as C. H. Hackley & Company. Soon thereafter, the organization changed its name to Hackley & Hume. Those two men were poised to develop another, separate Clare County logging railroad, the Long Lake & Muskegon River Railroad (LL&MR).

The LG&MR did not appear on the list of Michigan logging railroads published in the 12 February 1887 *Northwestern Lumberman*. Its operating life ended when the construction railroad of the AA, the Toledo, Ann Arbor & Cadillac Railroad (TAA&C) was built through Clare County. The TAA&C integrated several miles of the LG&MR into the right-of-way it turned over to the TAA&NM when construction

was finished. But the LG&MR track had too many curves and changes in elevation for continued use as a mainline grade. After a few years, most of the former LG&MR right-of-way was either rebuilt or abandoned. Figure 1-4 shows the path of the TAA&NM through Clare County before the rebuild was finished in 1894.

### Lansing Lumber Company

The Lansing Lumber Company operated a cedar shake mill and a sawmill at the village of Dodge, in Section 19 of Hamilton Township. The 1893 Rand, McNally & Company's *Lumberman's Directory* reports that the Lansing Lumber Company, postal address Harrison, operated a logging railway. No other information was given. The company owned timber east of the mill which had previously belonged to Mosher & Fisher. The line may have stretched east as far as Gladwin County, where the company also owned timberland. A devastating fire in 1894 consumed both mills at Dodge, and neither was rebuilt. No further record of the logging railroad could be found.

### Long Lake & Muskegon River Railroad

Operating as Hackley & Hume, Charles H. Hackley and Thomas Hume began building the standard gauge Long Lake & Muskegon River Railroad (LL&MR) in 1883. To that end, they began cannibalizing unneeded portions of the Lake George & Muskegon River Railroad (LG&MR), which they had acquired in 1882, to furnish track materials for the LL&MR.

The LL&MR interchanged traffic with the Meredith Branch of the Saginaw & Clare County Railroad (S&CC) at Hackley's Siding, northeast of Harrison. Almost all of the LL&MR appears in the map on page 97. A small branch penetrated into Roscommon County and extended as far north as Section 13 of Roscommon Township (Township 21 North, Range 4 West). Logs were dumped into the Muskegon River at Jonesville (aka Upton), in Section 1 of Summerfield Township. Figure 16-6, part of H. R. Page & Company's 1886 *Map of Michigan*, suggests that by that year, the LL&MR established a new connection with the Meredith Branch, north of Frost Station.

The railroad continued hauling logs as late as June, 1892, when an accident killed two employees. An exact date when the line was taken up has not been discovered. One locomotive, the Joe M. Gerrish, was working in Wexford County in 1902; it was on the roster of the railroad used by Cummer & Diggins.



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## Whitney & Batchelor

The 23 June 1888 *Northwestern Lumberman* reports that Whitney & Batchelor were operating a seven-mile railroad which connected with the Saginaw & Clare County Railroad (S&CC). The S&CC was a subsidiary of the Flint & Pere Marquette Railroad, which hauled the Whitney & Batchelor logs to Saginaw. Logging was expected to be finished by July 1<sup>st</sup> and the output for the preceding winter and spring was 18 million board feet. Part of the line must have been in the vicinity of Five Lakes, in Sections 9 and 16 of Grant Township. An article in the 18 August 1888 *Milford Times* of Oakland County mentions that “Batchelor & Whitney have commenced constructing a railroad and dam at Five Lakes, five miles north of Farwell, in which vicinity they own pine lumber estimated at 100,000,000 feet. The dam is being constructed on the line of the Gladwin and Clare State Road. From 10,000,000 to 15,000,000 feet a year will be put into the lakes and run down the outlet into the Tobacco River.” Perhaps Whitney & Batchelor had found it too expensive to send logs to Saginaw by rail.

## Other Clare County Railroads

George Hinman Fuller developed a logging railroad which connected to the LG&MR. The 27 September 1882 *Lumberman's Gazette* reports his logging line to was three miles in length.

The 12 February 1887 *Northwestern Lumberman* notes that William Gebhart and John S. Estabrook of Saginaw operated a 36-inch gauge railroad. The exact location of Gebhart & Estabrook's line was not stated. It operated with four Russell log cars. In 1889, the partners bought timberland in Section 34, in the eastern half of Lincoln Township, as well as in Sections 2 and 3 of Surrey Township. By then, the TAA&NM was running near there, allowing logs from Sections 2 and 3 to be reloaded onto standard gauge cars for transport to Saginaw. In 1890, Gebhart & Estabrook were logging in Sections 32, 33, and 34 of Franklin Township.

Fred Hubel's logging railroad existed sometime after 1900. Michigan's Logging Railroad Era, 1850-1963 notes that it “extended north from the Tobacco River in Section 28, Grant Township, approximately parallel with the Five Lakes Creek to Section 8, just east of Gut Lake. These logs were off-loaded to the north bank of the Tobacco River, at what is now Grant Avenue. . . . The logs were run down the Tobacco and retrieved at Beaverton, where a sawmill was operating.”

Josiah L. Littlefield constructed a planing mill at Farwell in 1874. It was located north of the Flint & Pere Marquette Railroad (F&PM) mainline, on a small pond at the west end of town. In 1898, with nearby timber becoming depleted, Littlefield decided to construct his own narrow gauge railroad. The railroad was abandoned after six or seven years.

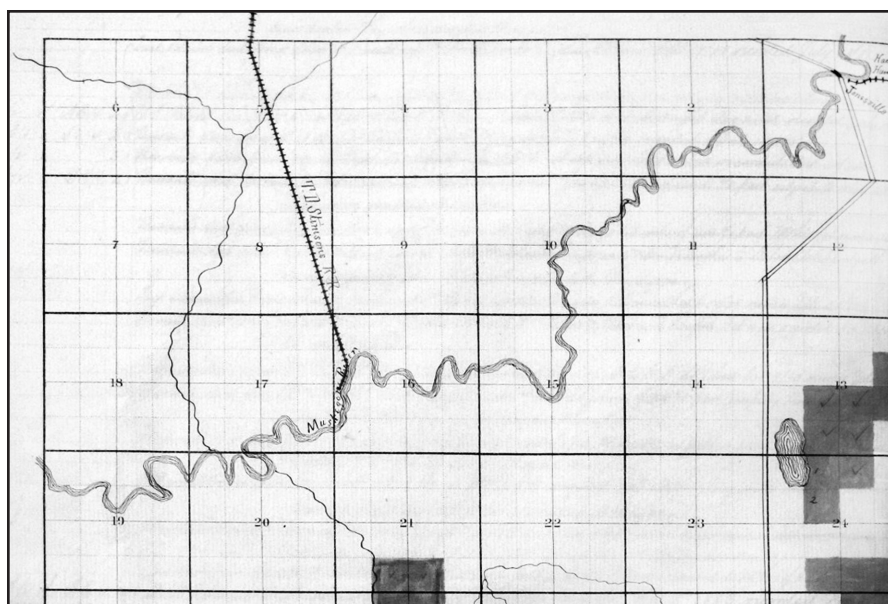
Norris & Uhle constructed a logging railroad between Norway Lake and the Muskegon River in 1881.

The Nowlin Lumber Company was based in Ypsilanti, Michigan. In 1892, the company built a logging railroad to serve its sawmill at Clarence. There, it connected with the TAA&NM, and the logging line extended toward the northeast. It still operated as late as 1900. At its eastern end, the Nowlin line met the track situated on the former H&MR grade, which by then reportedly was being operated by the Pere Marquette Railroad.

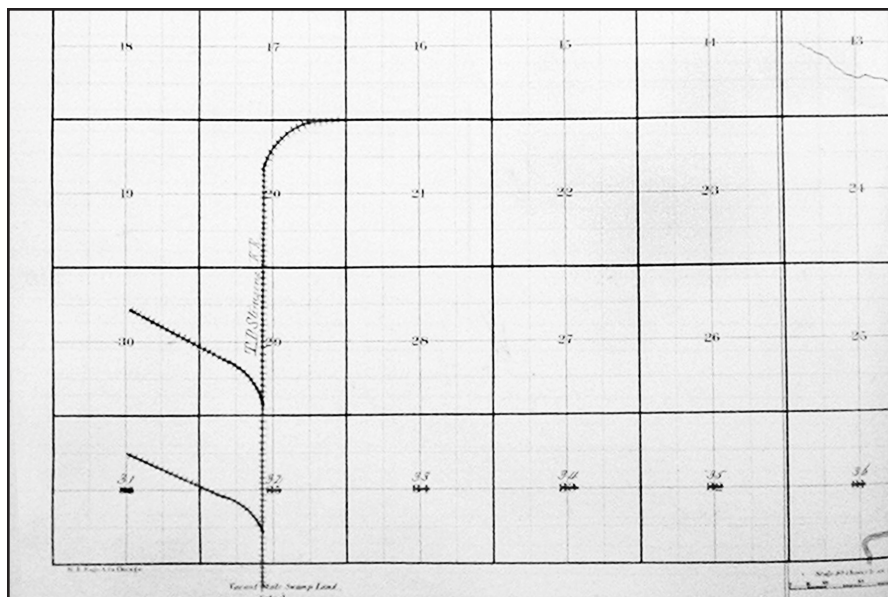
Michigan's Logging Railroad Era, 1850-1963 cites the 9 December 1882 *Northwestern Lumberman* as the source for information about a nine-mile railroad operated by Oliver P. Pilsbury. This line dumped logs into the Muskegon River for transport to Pilsbury's Muskegon sawmill. The citation was unclear as to whether this railroad was in Clare County or Roscommon County. There were no deeds to or from Pilsbury in the Roscommon County deed index, but one, from 1876, appeared in the index of Clare County deeds. Therein, Pilsbury sold land to George Hinman Fuller. The property was located in Sections 20, 29, and 30, in the western part of Lincoln Township. As late as 1906, Pilsbury's name still appeared as the owner of much of the south half of Section 7 in the same township. All of these properties were 1.5 to 4.0 miles from the Muskegon River. An exact location for Pilsbury's railroad has not been established.

Michigan's Logging Railroad Era, 1850-1963 mentions that in 1878, Sam Sias used a tram road “on the Doc & Tom stream, Clare County, near the Gerrish railroad.” The 1880 US census of Midland, Michigan included Samuel Sias, who was a 58 year-old lumberman. His son, Herbert Sias, farmed in Midland Township when the 1900 US census of Midland County was taken. The 1906 Standard Atlas of Clare County reveals that H. E. Sias still owned almost half of Section 11 in Lincoln Township (Township 18 North, Range 6 West), which is approximately two miles north of Doc and Tom Creek. The precise position of the tram has not been determined.

Thomas D. Stimson used a logging railroad which originated in Missaukee County. It terminated in Clare County at a log dump on



16-7 Stimson Log Dump, from Blodgett Papers



16-8 Stimson RR in Missaukee County

the north side of the Muskegon River, in Section 16 of Summerfield Township. The 14 February 1885 *Northwestern Lumberman* reports that this railroad was 7 miles long, 36-inch gauge, and operated with two Porter engines. Figures 16-7 and 16-8 are courtesy of the Bentley Historical Library and are part of the Blodgett Family Papers. Figure 16-7 displays the part of the Stimson railroad in Summerfield Township of Clare County. Figure 16-8 shows the region immediately to the north, in Clam Union Township of Missaukee County.

At Pennocks, in the northwest corner of the county, modern aerial photography reveals an obvious grade to the northeast, which connects to the mainline of the AA. It was built about 1894 by Horace L. Hall to skid logs from the northwest quarter of Section 8, Redding Township, to Pennocks.

### Unidentified Railroads

A number of Clare County lines are mentioned in Michigan Railroads & Railroad Companies or Michigan's Logging Railroad Era, 1850-1963, but have not been located precisely.

The 24 September 1878 *Lumberman's Gazette* mentions that James Berry operated a two-mile, horse-drawn logging tram road near the west end of Farwell. The rails were 4" by 6" timbers laid over ties.

In 1887, Edmund Hall possessed a three-mile, 36-inch gauge, horse-drawn railroad that dumped logs into the Tobacco River. According to Poor's Directory of Railway Officials, it still operated in 1890.

In 1878, Jesse Hoyt used a two-mile logging railroad located west of Farwell. That right-of-way appears to be distinct from the Hoyt North and Hoyt South Spurs of the F&PM. Those spurs were in the same general area, but were not put in service until the 1880s.

Michigan's Logging Railroad Era, 1850-1963 presents several references to a logging railroad operated by S. D. Lynes & Company. Those from 1878 imply that it was a three-mile pole road located on some part of the S&CC, and was to be built to the Tobacco River. The 21 May 1880 *Gladwin County Record* indicates that by then, the company was logging near Budd Lake, but no railroad was mentioned.

Michigan Railroads & Railroad Companies notes that Murphy & Dorr had a logging railroad in Franklin Township. No other details have been unearthed.







# Crawford County

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## Archie Brown Pole Road

Michigan's Logging Railroad Era, 1850-1963 includes information from an article in the 17 September 1878 *Lumbermans Gazette*. It mentions that in 1878, Archie Brown had a pole railroad in Crawford County. Located upon the headwaters of the Manistee River, it was approximately six miles from Frederic. The author felt that Brown may have been cutting timber from the E. C. Litchfield estate. Litchfield was a capitalist who lived in Cazenovia, New York and had a sawmill in West Bay City; Litchfield's death reportedly had occurred 27 November 1873. Archibald Brown, occupation lumberman, lived at East Saginaw in 1880. A precise location for Brown's pole road has not been found. From the description given in 1878, it probably was northwest of Frederic, near the Kalkaska County line.

## Detroit & Charlevoix Railroad

An early description of the line which became David Ward's Frederic & Charlevoix Railroad (F&C) and, somewhat later, the Detroit & Charlevoix Railroad (D&C) is found in the autobiography of David Ward, which was published in 1912. That work was written in the form of a diary. An 1893 entry narrates: "In April 1886 I commenced to grade a standard gauge railroad bed, with a small crew from Frederic . . . extending from Frederic northwest to eleven miles northwest of Alba, a distance of thirty-seven miles. This track runs except for seven miles through my timber land. I have been at this grading some seven years and have the main track of thirty-seven miles now graded, and from fifty to sixty miles more of spur branch lines leading from the main line at various points on the same, and in various directions through my timber. . . . My short 'crosscut' railroad gives competitive transportation for my logs and lumber by the Michigan Central, and Grand Rapids & Indiana Railroads, and by the Manistee River, and if I should construct my main line eight miles further to South Arm on Pine Lake, my lumber can also be transported by Lake Michigan to all lake ports."

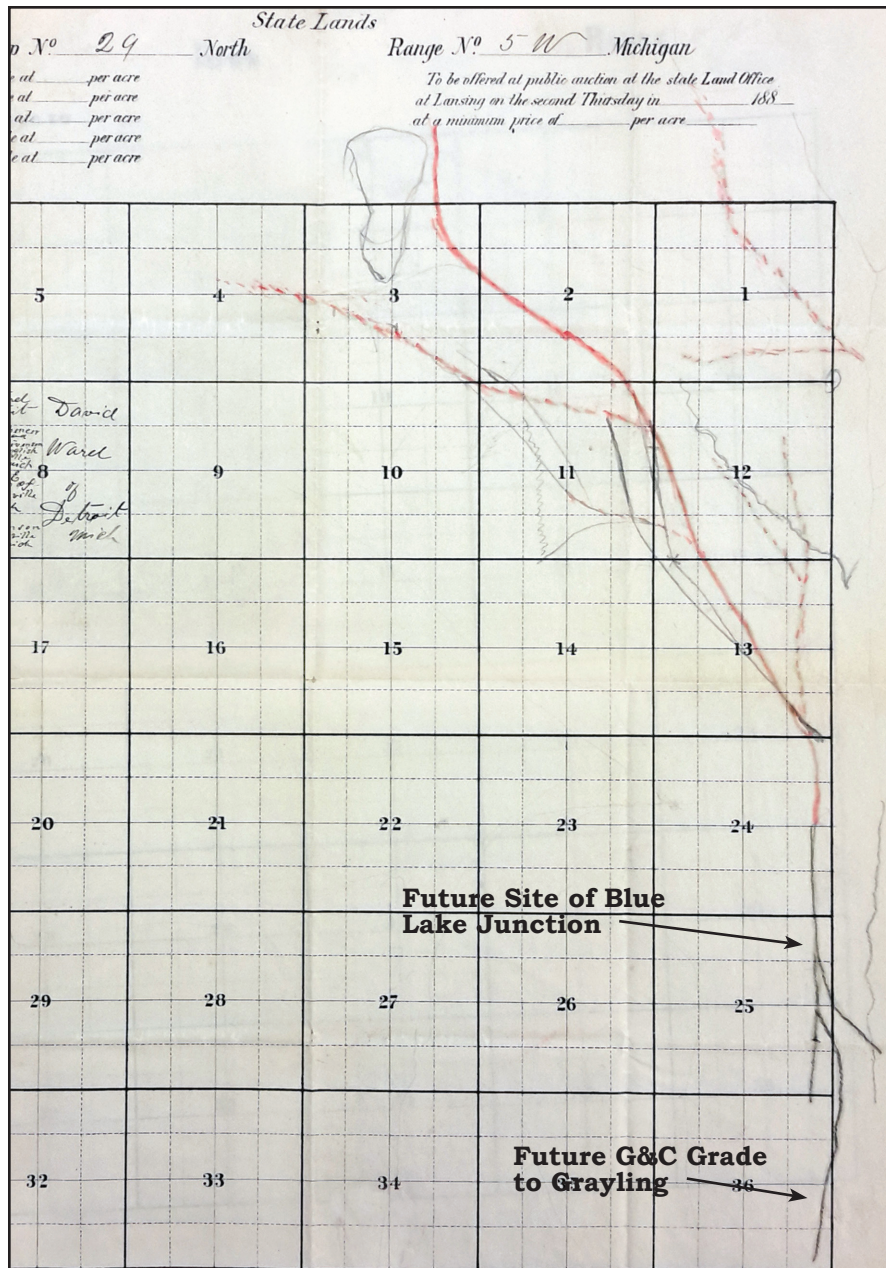
The 9 July 1887 *Engineering News* refers to Ward's line as the Alba, East Jordan & Frederic Railroad (AEJ&F), for which a survey had

been made and clearing and grading were in progress. The 8 October issue of the same journal notes that the surveyed route was between Frederic and East Jordan. Ward did not incorporate the AEJ&F. Figure 17-1 is part of a circa 1886 map contained in the Ward Family Papers at the Bentley Historical Library. The route of the AEJ&F is visible, though not labeled as such.

While Ward began building his railroad, a large group of investors incorporated a different line, the Detroit, Charlevoix & Escanaba Rail Road (DC&E). Its original charter, dated 5 March 1887, called for construction of a railway from Charlevoix to Grayling. But a survey of the line in Antrim County, viewed at the Archives of Michigan, reveals that the path chosen for the DC&E came south from Charlevoix, and passed through Bellaire. Thus, it was far removed from the AEJ&F, and its surveyed route had no relationship to the right-of-way used by the AEJ&F. In addition, the 8 October 1887 *Engineering News* reports that a contract had been let for construction of the portion of the DC&E that was supposed to pass through the village of Kalkaska. Poorly managed and undercapitalized, the DC&E languished, never laying any rail. Eventually, the Chicago & North Michigan Railroad (a construction railroad controlled by the Chicago & West Michigan Railroad) acquired the DC&E right-of-way between Charlevoix and Petoskey. The Railroad in Charlevoix reports that this acquisition occurred in March of 1891.

Ward incorporated the Grayling & Charlevoix Railroad (G&C) on 7 March 1891. It was to stretch "from Grayling and Frederic, to Charlevoix." The 2 May 1891 *Engineering News* reports that "grading is now nearly completed from Grayling to East Jordan, Mich., with a branch to Frederic." Kalkaska County Deed Book J, page 617, contains a document in which Ward grants to the Grayling & Charlevoix Railroad, a right-of-way through Sections 3, 4, 5, 9, 10, 15, 26, 27, 1, 12, 13, and 24 of Blue Lake Township. It would seem that approximately mid-1891, Grayling was projected to be the southern terminal of the G&C. A survey for the entire extent of the G&C has not been located.





17-1 Circa 1886-Route of the AEJ&F in Red

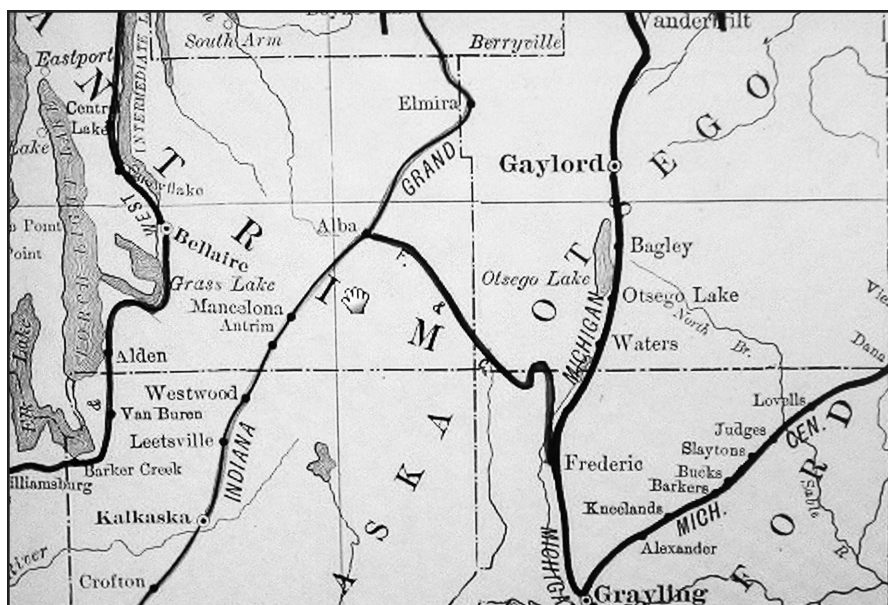
Something must have changed shortly after Ward sold that Blue Lake Township right-of-way, for he abandoned Grayling as the southern terminal of the G&C. Figure 17-2 is part of the 1891 Rand, McNally & Company's Shipper's Guide. Therein, the railroad was designated "F. & C." and operated only as far north as Alba. Relevant information is contained in a series of Michigan maps found in the 1891-1896 editions of Poor's Manual of Railroads. Portions of these maps are reproduced in Figures 17-3 through 17-5. None show a grade linking Ward's railroad to Grayling. Figure 17-3, from 1891, represents the G&C with a dashed line between Frederic and East Jordan, suggesting that it was non-operating or merely planned. The 1892 map is similar. The 1893 version, seen in Figure 17-4, suggests an operating railroad from Frederic to East Jordan; the 1894 map is unchanged from 1893. In none of these maps was the line labeled. Finally, the 1896 map, visible in Figure 17-5, designates the line "F. C. R. R." That was also the first year the manual included a (mostly erroneous) description of the railroad under the title "Frederic and Charlevoix Railroad." Apparently Ward had not been forthcoming with information about his line for several years.

Despite failing to appear on these maps, the grade to Grayling was certainly built. One side branch, to Squaw Lake, can also be documented. Parts of these grades remain visible on modern aerial photographs. Figure 17-6 comes from an undated map in the Ward Family Papers at the Bentley Historical Library. A right-of-way (now Goose Creek Road) comes south from the place in Otsego County known as Blue Lake Junction. In Section 25, Township 28 North, Range 5 West of Kalkaska County, it is joined by another right-of-way (now Old Grade Road) coming from the vicinity of Squaw Lake. Together, the unified right-of-way continues south. It follows Goose Creek Road into Crawford County and eventually heads southeast along Wood River Road toward Grayling.

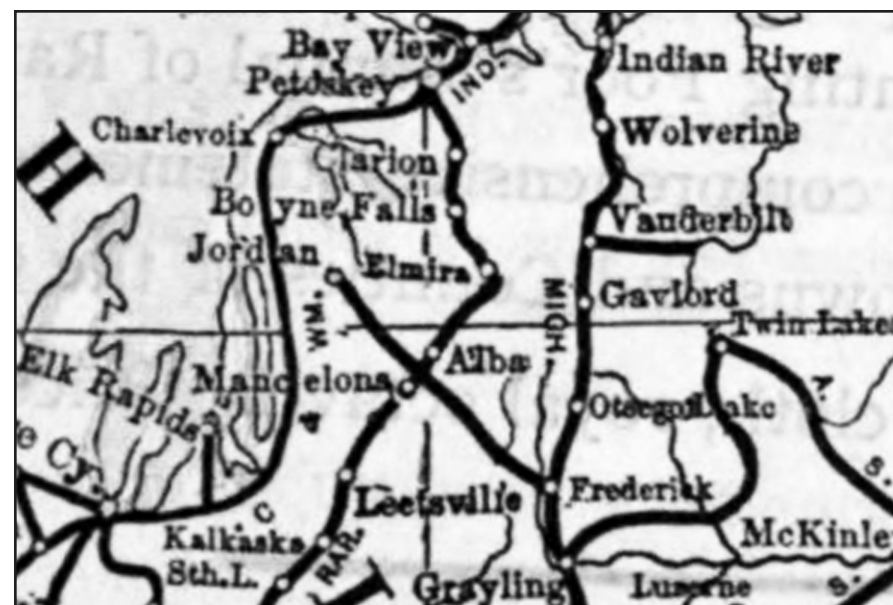
In the early twentieth century, the abandoned right-of-way to Grayling remained the property of David Ward. It entered his estate at his death in May of 1900, after which the D&C became the owner. Rights to this grade then passed to the Michigan Central Railroad (MC) when it took control of the D&C in 1907. Figure 17-7 reproduces part of a 1918 map from the Ward Family Papers. The key indicates that this track was one of the "Railroad Grades belonging to M. C. R. R."

No information has been found regarding the amount of traffic, if any, that flowed over the grade to Grayling. This right-of-way is not





17-2 1891 F&C Route from Shipper's Guide



17-4 1893 Poor's Manual-RR in Operation

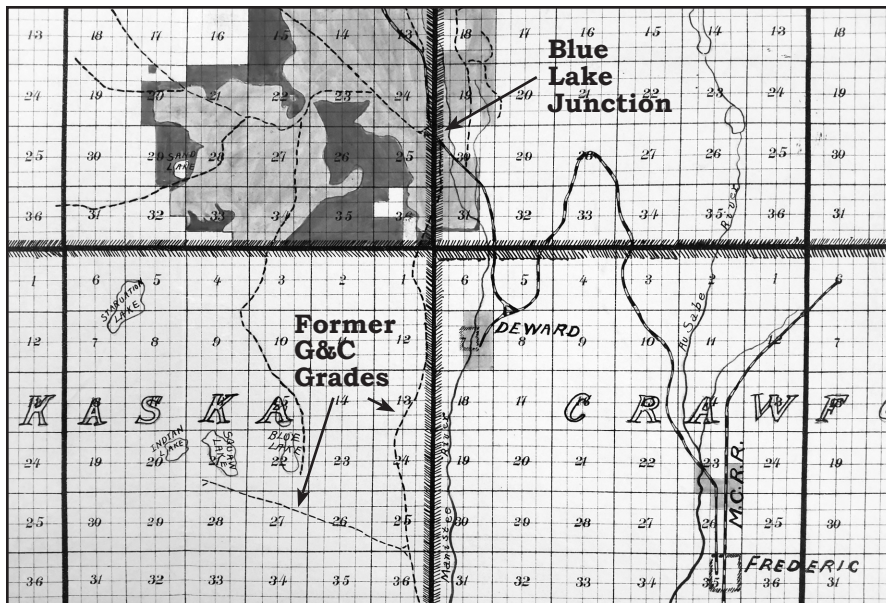


17-3 1891 Poor's Manual-RR is Planned

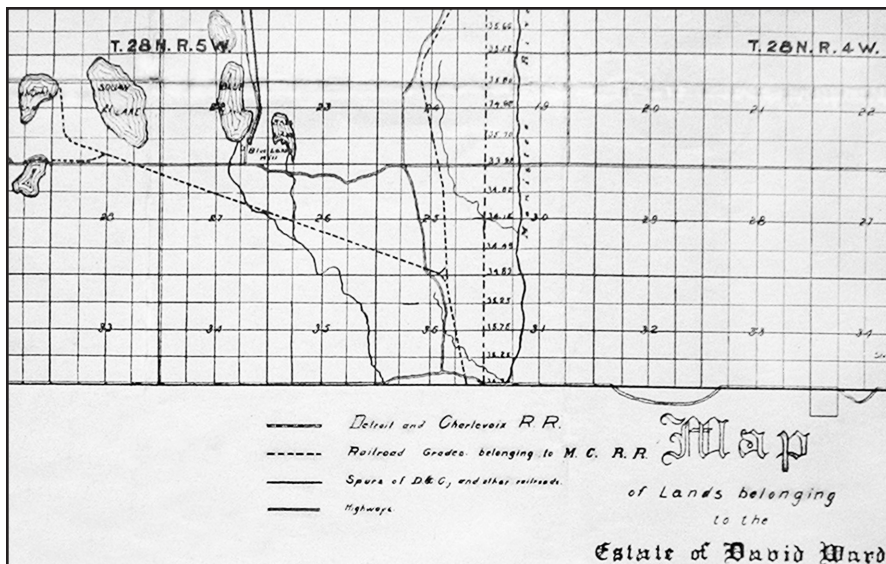


17-5 1896 Poor's Manual-RR Called F.C.R.R.





17-6 Undated-G&C Grades from Ward Papers



17-7 1918 Former G&C Grades Owned by MC

mentioned in Ward's autobiography. By 1896, the grade to Grayling was definitely abandoned, making "Frederic & Charlevoix Railroad" a more appropriate name than G&C.

At Ward's death, his heirs determined that more profit could be realized by milling lumber in the area where logs were felled. As a result, a sawmill was erected adjacent to the F&C mainline and a village grew up around it. Deward was its name, honoring D. E. Ward. Located in the northwest corner of Crawford County, it straddled the northern part of the section line common to Sections 7 and 8, Township 28 North, Range 4 West.

Seven months after Ward's demise, the railroad was incorporated as the D&C. The date was 2 January 1901. Installation of 60 pound rail, begun by Ward in 1894, was continued. The D&C right-of-way generally followed the route of the former F&C. Although the charter of the D&C called for its northern terminal to be at the city of Charlevoix, the railroad never quite reached that place. This is demonstrated by Figure 17-8, which comes from the Michigan map that appeared in the 1902 Plat Book of Cheboygan County. The figure also demonstrates that the D&C had a station stop for East Jordan; it was immediately south of its station for the village of South Arm. On that map it was labeled "E. J. Sta." Figure 17-9 is a map which appeared in the 1914-15 Annual Report of the D&C system. It comes from the James Harlow collection.

Ward's heirs had been to the Michigan Supreme Court during the January Term of 1908. In those proceedings it was mentioned that when the heirs first tendered the D&C to the MC in 1905, it possessed "a total of some sixty-five (65) miles of iron laid, including that on main line, branches, wyes and sidings. . . . The Blue Lake Lumber Co. graded and ironed about 1½ miles of railroad, one end of which terminates at their mill and the other joins on the end of the Detroit & Charlevoix Blue Lake Branch. . . . The spurs belonging to the Detroit & Charlevoix Railroad Company, graded but not ironed, have a mileage of about fifty (50) miles. These spurs were about as well graded as the main line." Figure 17-10 is a photograph from the Claude Stoner Collection at the Bentley Historical Library. A D&C passenger train is captured under a bridge at Alba, in Antrim County.

Later in 1908, the heirs appealed to the Michigan Supreme Court (Volume 152, pages 218-241, from the March 31 to May 26, 1908 session), regarding an issue relating to the Ward estate. Those

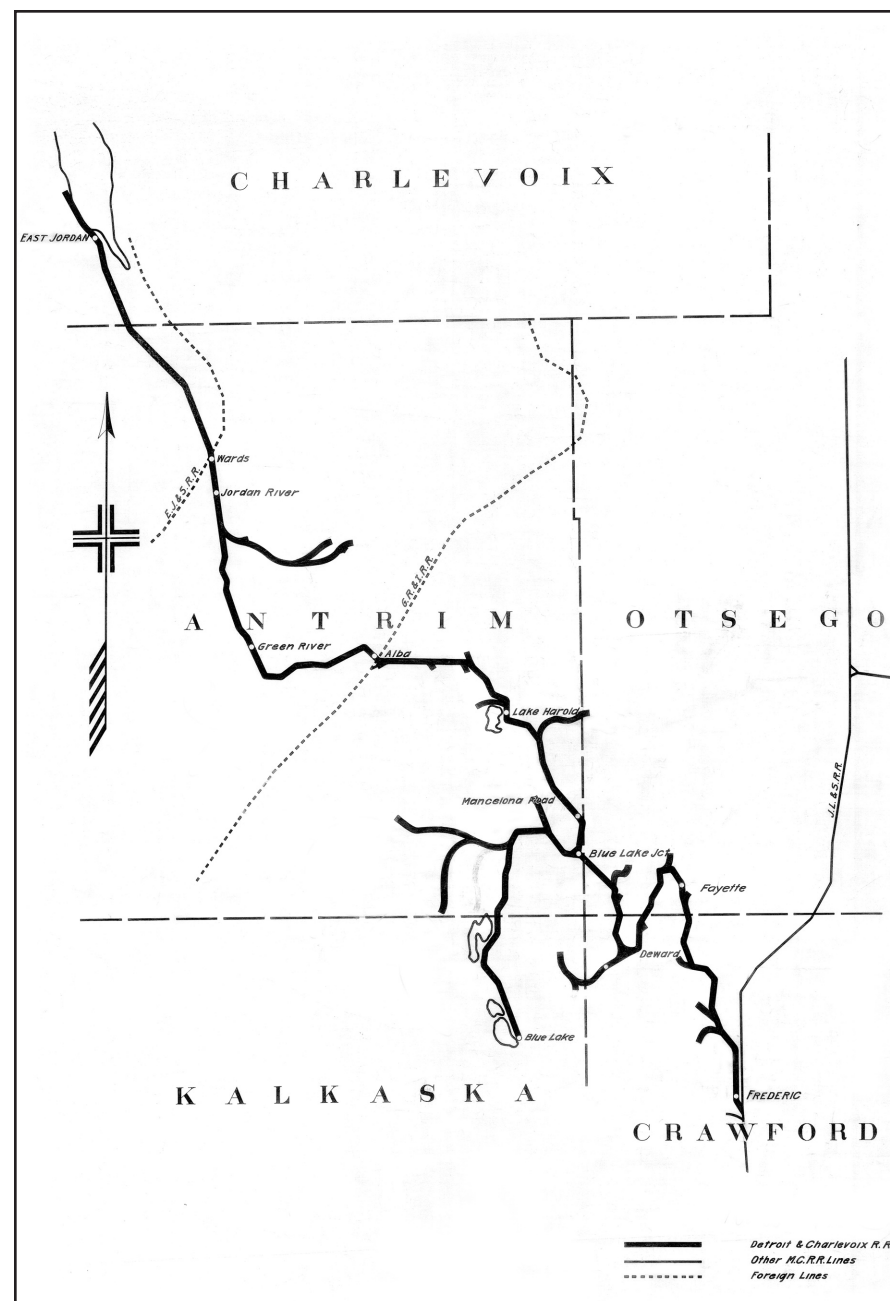


17-8 1902 Map Showing D&C at South Arm

documents contain information about the northern terminal of the railroad. "Prior to his death Mr. Ward . . . had constructed a logging railroad, commencing at Frederic . . . and extending northwesterly through said lands to South Arm upon Pine Lake. . . . About three miles of this road at the South Arm (the village of South Arm) end had been removed by David Ward before his death." Testimony in the case makes it clear that the D&C had relaid the track to South Arm (immediately northwest of East Jordan Station). South Arm became the northern terminal of the D&C. There, the railroad constructed Dock #1 and rehabilitated the preexisting Bush Dock.

The MC took over the D&C in May of 1907, but operated it separately until it was merged into the MC system in September, 1916. By 1912, the Ward pineland had all been logged off and the mill at Deward was dismantled. The MC continued to operate the old D&C mainline as its East Jordan Branch until 1930. All of the former D&C trackage was abandoned by 1933.

More than 100 years after most logging by rail ceased along this line, it's difficult to determine whether a specific branch was built



17-9 1914-15 Route Map of the D&C





17-10 Undated Photograph of a D&C Passenger Train in Antrim County at Alba

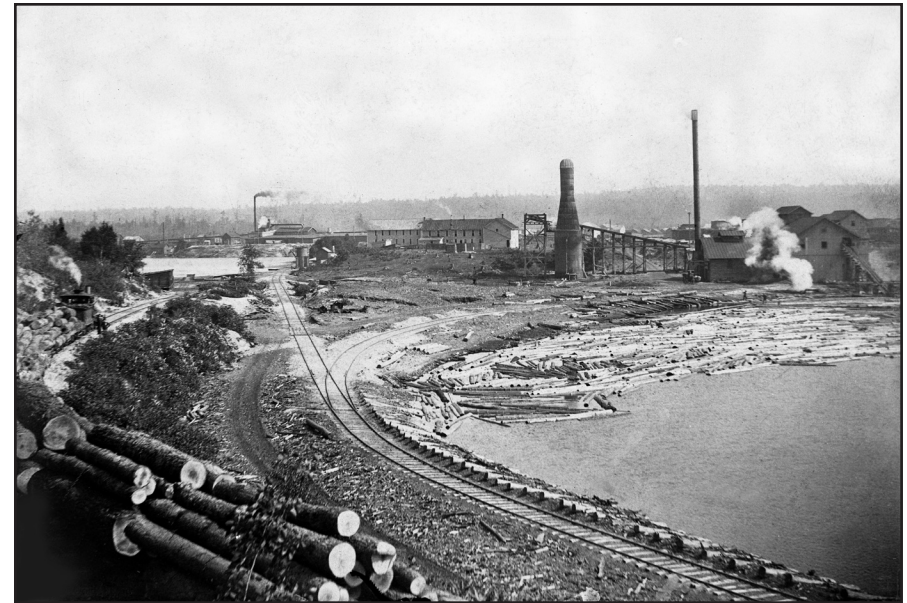


by the AEJ&F, G&C, F&C, D&C, or MC. Track maps made by the MC during its ownership of the line are well represented in the Leroy Barnett Collection, in the Clarke Historical Library at Central Michigan University.

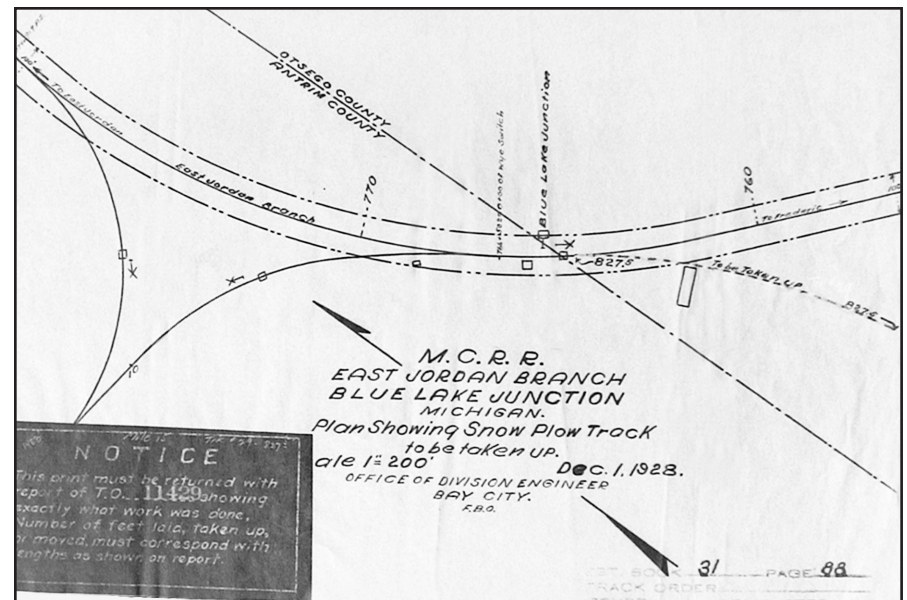
A tour along the mainline of the railroad, beginning at Frederic, takes us past the Harvey, Ward (Dale), Cutting, and Ross Branches while traveling north in Crawford County. To the north, within in Otsego County, the mainline arcs west and then south. While in Otsego County, we pass Fayette Siding and the Camp 12, Camp 28, Ensign, and Salling-Hanson Branches. Heading south returns us to Crawford County. Yuill Spur is encountered before reaching a wye, immediately northeast of the place where the village of Deward used to be. Figure 17-11, courtesy of the Claude Stoner Collection at the Bentley Historical Library, displays the mill at Deward in 1910. On the south side of Deward, Deward Spur traveled about 1.25 mile to the south. The Blanchard Branch initially went southwest from Deward and then turned west, into Kalkaska County. From the wye northeast of Deward, the mainline leads us north again, back into Otsego County. There we encounter the East and Edson Branches.

The border between Otsego and Antrim Counties is the location of an important D&C crossroad, Blue Lake Junction. From here, the mainline to East Jordan headed north, the Blue Lake Branch (see below for its numerous subdivisions) went northwest, and the mainline toward Frederic traveled southeast. Another grade led south from Blue Lake Junction toward Grayling. It was first constructed by the AEJ&F (see Figure 17-1). Subsequently, the G&C owned it, and later, the D&C operated at least the northern 1.5 miles of it as its River Branch. Eventually, most of the River Branch was removed. But the residual stub track, immediately south of Blue Lake Junction, became the Snow Plow Track. Late in 1928, the MC removed the Snow Plow Track, as seen in Figure 17-12.

Continuing along the mainline in Antrim County toward East Jordan, we pass the Clary and Camp 10 Branches before coming to the Elmira Branch. Several subdivisions originated from the Elmira Branch. They include: the Camp 11, Gopher, and Pencil Lake Branches. By 1929, the Antrim Iron Company had purchased 1.42 miles of the Elmira Branch right-of-way. It was also operating over the Pencil Lake Branch, which was slated for abandonment by the MC in 1930. Figure 17-13, courtesy of the Leroy Barnett Collection at the Clarke Historical Library, demonstrates the situation at the



17-11 1910 View of the Mill at Deward



17-12 1928 Track Plan at Blue Lake Junction

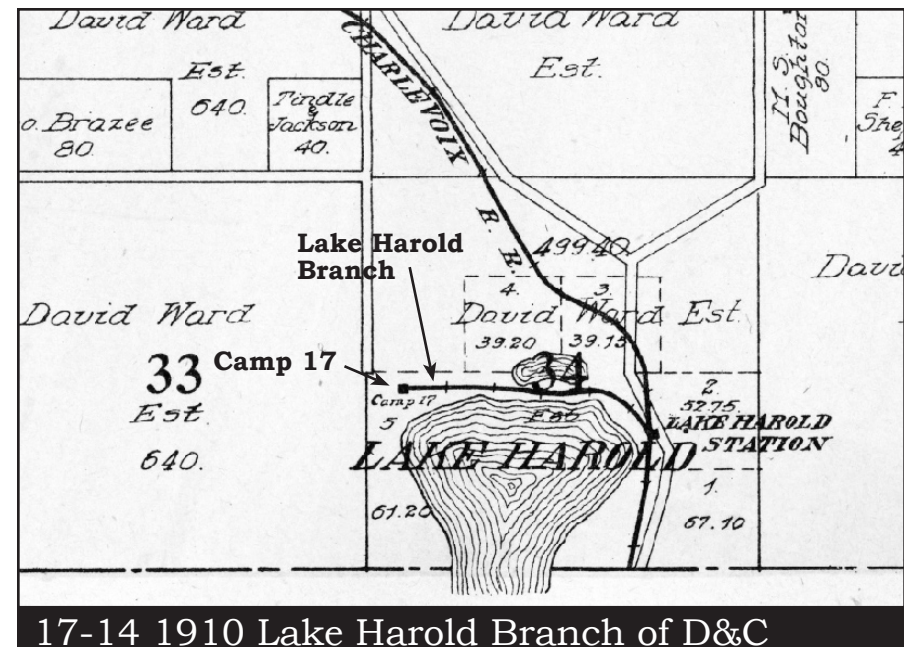
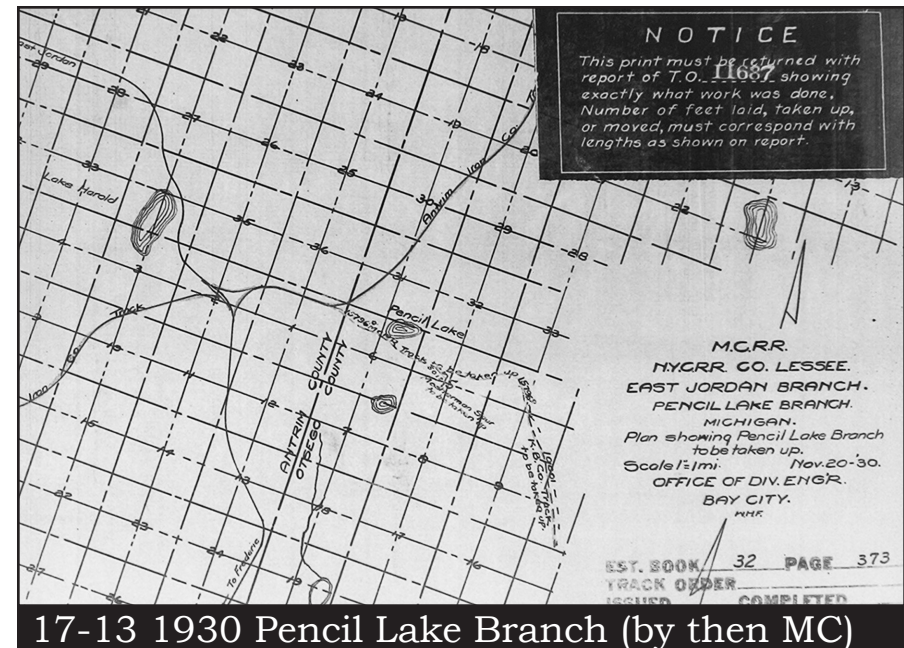


time the Pencil Lake Branch was removed. Note that Kneeland-Bigelow Company (identified as K. B. Co. in the figure) had also been logging along the Pencil Lake Branch.

North of the Elmira Branch, the Lake Harold Branch led to Camp 17. The 1910 Standard Atlas of Antrim County is the source of Figure 17-14, which locates Camp 17. Moving farther along the mainline toward Alba brings us to spurs called Standard Hoop, Anderson Handle, and Granholm. A team track serving the B. S. Jones Handle Company was located on the immediate east side of Alba.

Approximately one mile west of Alba, a lengthy branch led north and then northeast. Its name has not been discovered. Farther west, in Section 27 of Chestonia Township, Blanchard Spur arose from the north side of the mainline. In Section 28, another branch of unknown designation headed southeast. Immediately west of that point, the mainline turns north and produces one more unnamed branch which headed west, and then south. The Valley Branch is the last major branch along the mainline to East Jordan. It exited the mainline at a spot known as Valley Switch, located in the south half of Section 8, in Chestonia Township. Michigan Railroad Lines: Volume 1 reports that this branch was about 6 miles long. It followed the Jordan River valley and was used to harvest Ward's pine holdings. After that was complete, the East Jordan & Southern Railroad (EJ&S) operated in the same area, accessing some of the old D&C grades from the northwest rather than via the Valley Switch. The EJ&S used these grades to obtain hardwoods for its East Jordan mill, and also provided waste wood to the East Jordan Iron Company for use as fuel for its East Jordan smelter.

The Blue Lake Branch was in operation from the time the D&C was formed, in 1901, until the MC abandoned the entire remaining portion of the its East Jordan Branch (which, by then, then comprised the former D&C) in 1932. Subdivisions of the Blue Lake Branch include the South, Hardwood, and Camp 14 Branches. The Camp 14 Branch was the source of two further subdivisions, the Schultz and the Sand Lake Branches. After the D&C was merged into the MC, the Schultz Branch became the Shoaf Branch. The Stearns Salt & Lumber Company Railroad may have had operating rights over the Blue Lake Branch, in Sections 10 and 15 of Kalkaska County's Blue Lake Township (Township Township 28 North, Range 5 West). See pages 180 and 181 for a discussion of that connection.



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### Portage Lake & Manistee River Railroad

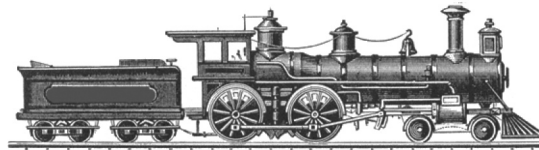
The Salling-Hanson Lumber Company constructed the Portage Lake & Manistee River Railroad (PL&MR) in 1883. It was used to move logs between Portage Lake (now Lake Margarethe, west of Grayling) and a log dump on the Manistee River in Section 31 of Frederic Township (Township 27 North, Range 4 West). Those logs were milled at Manistee. Shortly after the railroad was completed, the partners also bought the Grayling sawmill of James C. Goodale. Logs transported via the Au Sable River were milled there.

The PL&MR was built to 37-inch gauge and remained 2.5 miles long throughout its operating life. It appeared in 1888, in The Official Railway List: A Complete Directory, but was absent from the 1890 edition of Poor's Directory of Railway Officials.

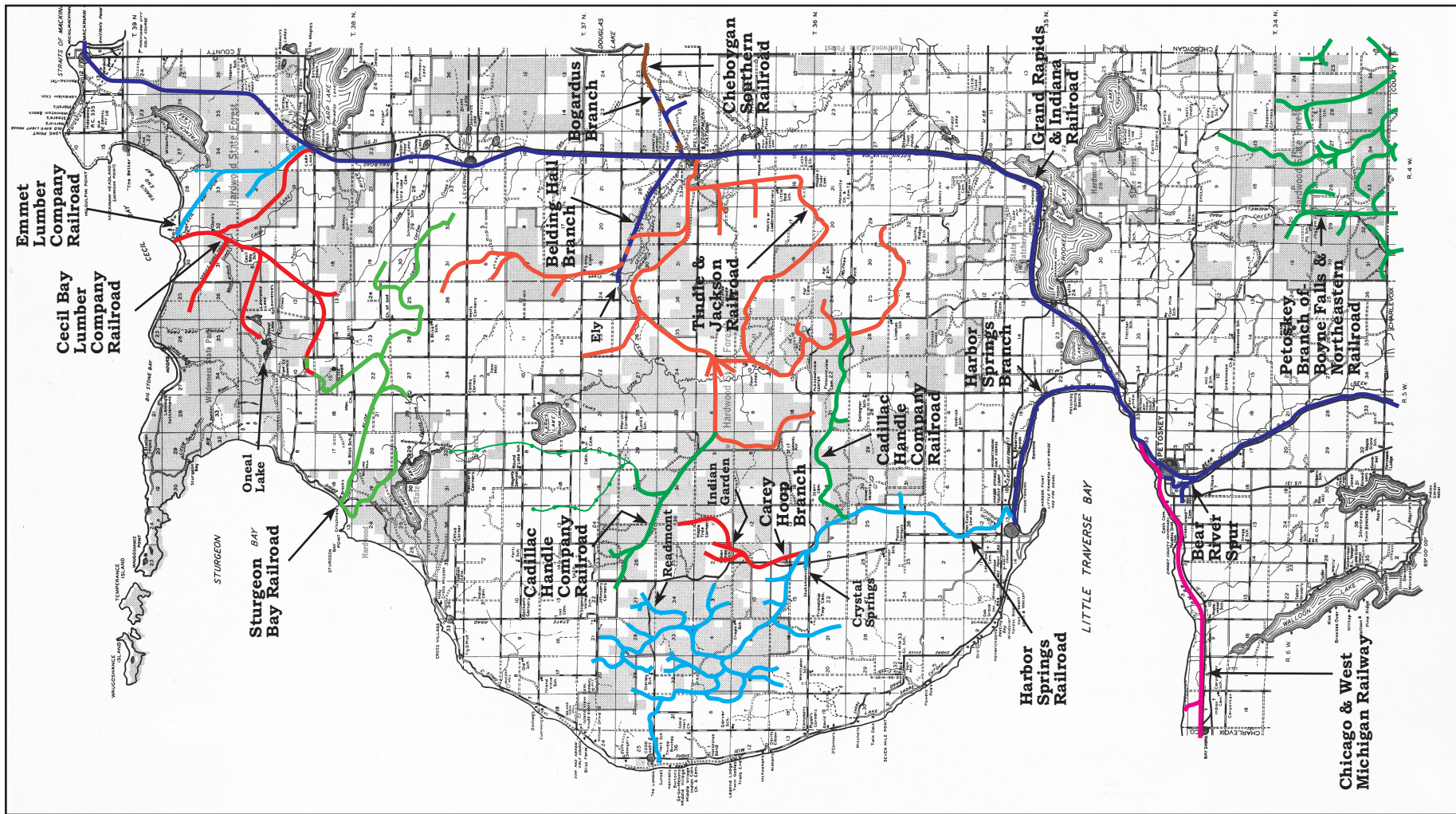
### Unidentified Railroads

The north-central area of Crawford County contained two rail systems that have not yet been identified by name. Each led to terminals on the North Branch of the Au Sable River. This suggests the possibility that both railroads supplied logs to a company with milling facilities near the mouth of the Au Sable. Possible candidates for ownership include the Oscoda Salt & Lumber Company and Pack, Woods & Company. The same entity might have used both systems, at different times.

The first system led southeast to a log dump in Section 9 of Lovells Township (Township 27 North, Range 1 West). The second one served an area somewhat north of the first. It funneled logs to a dump in Section 21 of Chester Township (Township 29 North, Range 2 West) in Otsego County.







Emmet County Railroads

## 18

## 114



Maurice Ebey, an expert in the logging history of Emmet County, reports that after 1912, the former HS became known as the Cadillac Handle Company Railroad. By that time, all of the handle company's timber production came out through Harbor Springs, where the company milled some logs at a small mill. However, most logs were sent to Cadillac for processing, via the GR&I. An additional Cadillac Handle Company grade was built to the east, originating from the old HS mainline in Section 24 of Friendship Township. The map on page 113 shows only grades (in dark green) that were built specifically for the handle company's railroad. The handle company timber ran out in 1920 and the railroad was removed.

### Carey Hoop Company

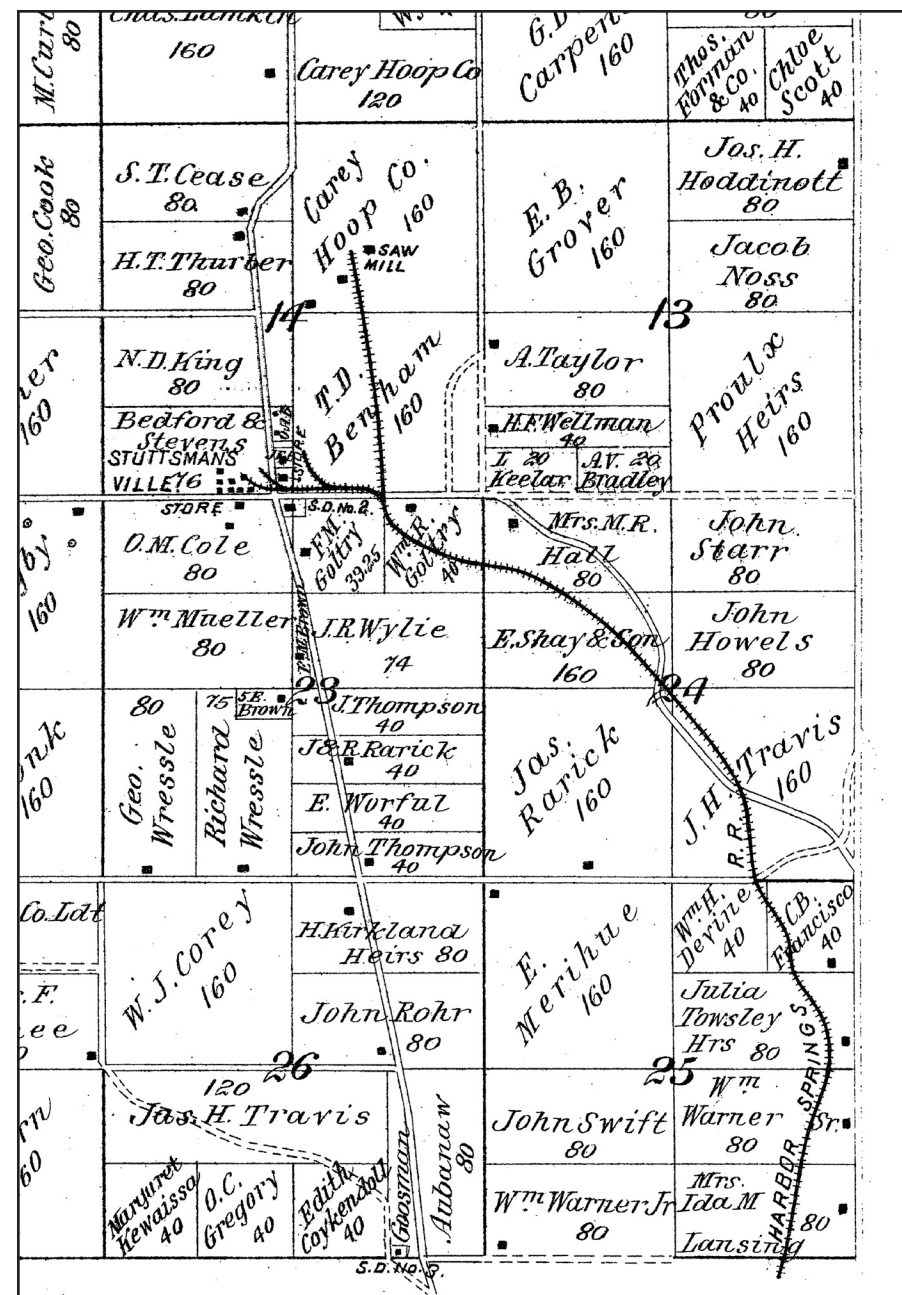
The Carey Hoop Company had its headquarters at Harbor Springs. Its logging operation was served by a branch of the HS. Figures 18-2 and 18-3 come from the 1902 Plat Book of Emmet County, Michigan. A branch of the HS headed north, into the Carey Hoop timber, from a point approximately 0.6 mile east of Stutsmanville.

### Cecil Bay Lumber Company

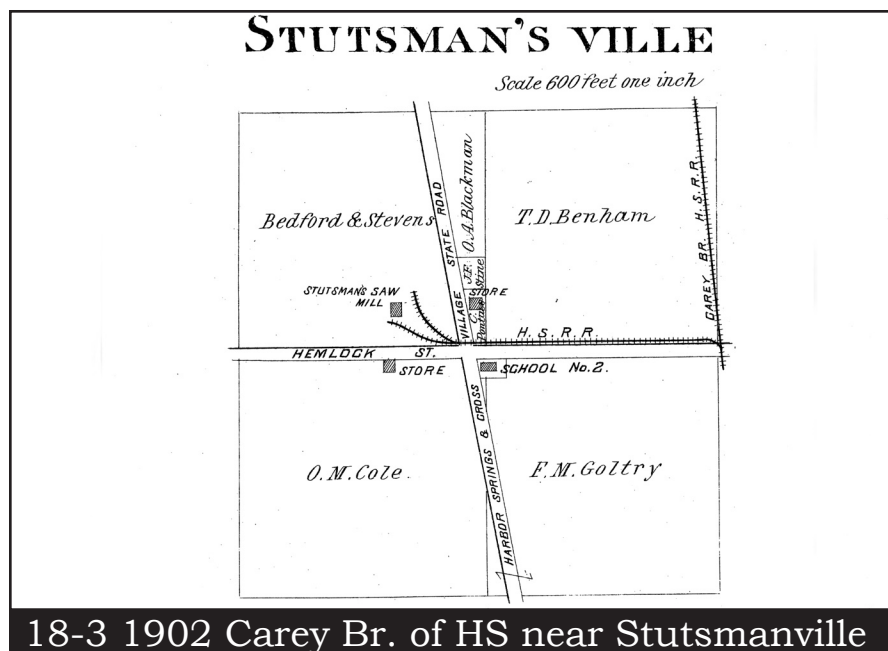
Michigan Railroads & Railroad Companies reports that [what became] the Cecil Bay Lumber Company built a 36-inch gauge line from Carp Lake to Cecil Bay in 1896. Michigan's Logging Railroad Era, 1850-1963 erroneously attributes ownership of this railroad to A. B. Klise, who is known, however, to have been the proprietor of the Sturgeon Bay Railroad.

Understanding the origin of the Cecil Bay Lumber Company, and its railroad, is complicated by several successive changes in company name. Maurice Ebey is the source of the following account. The mill at Cecil Bay was owned by William and Charles Callum from 1878 to 1891. Billings & Company ran the mill briefly in 1891. Between 1891 and 1893, Winklebeck & Gould were the operators. L. T. Dickerson owned the mill from 1893 to 1898. The Davis & Caldwell Company ran it between 1898 and 1903 and during that time, it was called the Cecil Bay Lumber Company mill. The mill was operated by the Emmet Lumber Company between 1903 and 1917, when it closed.

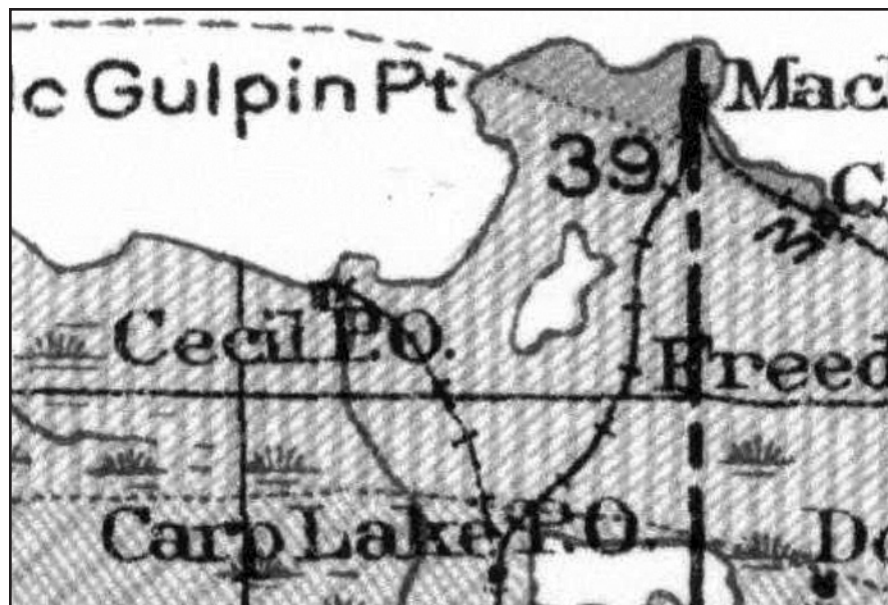
An Emmet County deed written 27 July 1903 shows the Cecil Bay Lumber Company as Grantee. It was written to clarify an earlier deed, signed 26 April 1899, and recorded on page 509 of Emmet County



18-2 1902 HS in Friendship Township



18-3 1902 Carey Br. of HS near Stutsmanville



18-4 1916 Grade from GR&I to Cecil

Deed Book #18. Therein, William F. Fenton sold numerous tracts of timberland to the Davis and Caldwell Company. The 1903 deed states further that at some time after the 1899 deed was executed, the name of the grantee became the Cecil Bay Lumber Company.

The Emmet County deed index shows no transactions involving the Cecil Bay Lumber Company after 1903. Its railroad, seen in red in the map on page 113, was undoubtedly used subsequently by the Emmet Lumber Company. It would probably be impossible to determine which company built any particular grade.

### Cheboygan Southern Railway

The Cheboygan Southern Railway was incorporated 10 September 1903. It was supposed to run between Cheboygan and Pellston, and was a project of Pellston's Charles Bogardus. Grading of the line between Pellston and the south shore of Douglas Lake was carried out, but there is no record of rails being laid. In 1906, 1.75 miles of the right-of-way near Pellston became the Bogardus Branch of the GR&I.

### Emmet Lumber Company

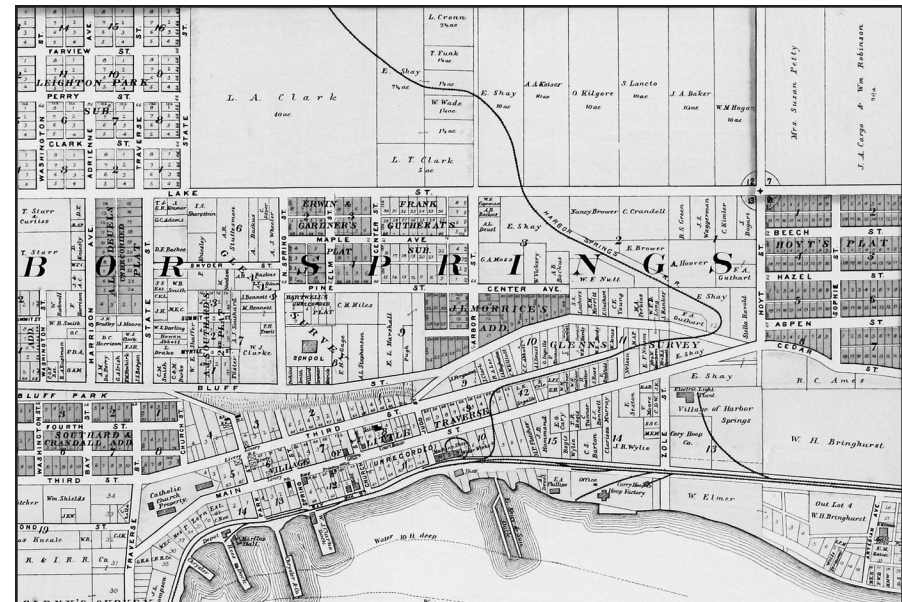
The 1918 Annual Report of the Commissioner of Labor indicates that the Emmet Lumber Company, in Cecil District, had been operating since 1901. About 1903, it acquired the mill and narrow gauge railroad of the Cecil Lumber Company. A new right-of-way was constructed from the village of Cecil to an interchange point with the GR&I at Wheeling, immediately north of Carp Lake. It is visible in Figure 18-4, which comes from Allen, Smith, and Barrett's 1916 *Geologic Map of Michigan*. Quite possibly the GR&I built and operated this grade between its mainline at Wheeling, and Cecil. Figure 3-14 is part of the 1917 index for the valuation maps covering the Northern Division of the GR&I, in Michigan Valuation Section 7. The track leading to Cecil is noted to be covered by maps 150.1 through 150.3. It would have been standard gauge.

The Emmet Lumber Company reportedly ceased operating in December of 1917. The railroad may have been abandoned earlier, for it is not listed as an auxiliary of the Emmet Lumber Company in the 1915 edition of The American Lumberman's Sawmill Equipment Register.



## Harbor Springs Railway

The Harbor Springs Railway (HS) appeared in the 1900 Michigan Railroad Appraisal authorized by Michigan Board of State Tax Commissioners. At that time, the line owned 1.0 mile of ties, 1.0 mile of 16 pound rails, and 3.0 miles of wooden rails. Rolling stock consisted of a 4.5 ton Shay locomotive, 23 logging cars, and 1 tool car. Incorporated in January of 1901, the railway was known informally as the Hemlock Central. Its original charter called for a 16.0 mile line, with the northern terminal in or near Cross Village. Ephraim Shay, inventor of the Shay locomotive, used the railroad to log timber for his Harbor Springs Lumber Company. Figure 18-5, courtesy of the Harbor Springs Area Historical Society, shows the path used by the line as it wended its way up the hill north of Harbor Springs. Figure 18-6 is a modern photograph of the grade where it remains visible, on the north side of Pine Street. The view is northwest, with the right-of-way on the right side of a ravine. A branch of this railroad, originating just east of Stutsmanville, served the Carey Hoop Company. Photographed in downtown Harbor Springs, Figure 18-7 displays engine #1, named “Baby,” a geared engine built by Shay in 1900 for his logging railroad. The image is courtesy of the Claude Stoner Collection at the Bentley Historical Library.



18-5 1902 Route of the HS in Harbor Springs

The 1910 edition of *Poor's Manual of Railroads* summarizes the history of the line. At that time, the mainline was 8.0 miles long, from Harbor Springs to Carter's Mill, and branch lines totaled 4.75 miles. The railroad was 30-inch gauge and rolling stock included 3 locomotives, 60 logging cars, 6 passenger cars, and 6 other cars.

The Harbor Springs Lumber Company finished harvesting its timber about 1910. An agreement with the Cadillac Handle Company was inked in 1911, and the HS was dissolved 17 January 1912. After the HS removed its narrow gauge rails, the handle company rebuilt the grades it wanted to operate, as standard gauge.

## Sturgeon Bay Railroad

The Sturgeon Bay Railroad was developed by Albert B. Klise. His mill at Sturgeon Bay started sawing logs about 1898. By 1902, a 36-inch gauge logging railroad extended to the east. Eventually, its mainline was more than eight miles in length, reaching almost to Levering. Figure 18-8, part of the 1902 *Plat book of Emmet County, Michigan*, shows the extent of the line that year. The image visible in Figure 18-9 was made at Sturgeon Bay and is part of the Claude



18-6 2015 HS Grade North of Pine Street





18-7 HS Engine #1, Called "Baby," in Downtown Harbor Springs

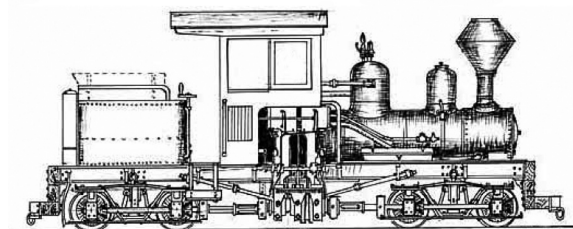




Stoner Collection at the Bentley Historical Library. Barely visible, under the window of the cab, is "S B R R." When the Klise timber was exhausted, in 1913, the mill and railroad ceased operating.

### Tindle & Jackson Lumber Company

Thomas Tindle and Willis Kingsley Jackson were partners in the Tindle & Jackson Lumber Company (T&J), a Buffalo, New York enterprise. The business began making staves at Pellston in 1902. A standard gauge logging railroad was built to the west of Pellston, from the company's mill on the south side of town. There was also a connection with the Belding-Hall Branch of the GR&I. The connection allowed the T&J railroad to access timber north of the Belding-Hall mill at Bogardus. The T&J railroad also transported some Belding-Hall timber to that company's mill. During its first years of operation, the Cadillac Handle Company railroad connected to the T&J line in the eastern part of Section 5, in Pleasant View Township. Logs cut by the handle company were transported to Pellston over the T&J right-of-way. T&J's mill at Pellston closed in 1932. Figure 18-10 is a photograph at Pellston of T&J's Heisler locomotive #1.



18-8 1902 Route of the Sturgeon Bay Railroad





18-9 Sturgeon Bay Railroad Engine #1 at Sturgeon Bay





18-10 Tindle & Jackson Locomotive #1 at Pellston

# 19

## Gladwin County

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### **Bliss & Van Auken**

Aaron Pitt Bliss and Willis Grow Van Auken of Saginaw were partners in the firm of Bliss & Van Auken. The 4 November 1890 *Northwestern Lumberman* mentions that the partners had logging camps near Smith's Siding and operated a 4-mile railroad which terminated on the Molasses River. Smith's Siding was on the Gladwin Branch of the Michigan Central Railroad (MC), on the border between Sections 32 and 33 of Bentley Township (Township 18 North, Range 2 East). Additionally, the article reported that Bliss & Van Auken also transported some of their logs over the railroad of McKeon & Glover. Presumably, those logs came from a tract in the Arenac-Ogemaw County area, and were dumped into the Rifle River.

The 1906 *Atlas of Gladwin County* indicates that Aaron P. Bliss owned a large amount of land in Sections 1, 12, 13, 14, 15, 23, 24, 25, 26, and 36 of Bentley Township. Although a railroad grade did run through Sections 13, 24, 25, and 36, the builder of that particular grade has not been determined.

### **A. T. Bliss & Company**

Aaron Thomas Bliss and his brother, Lyman W. Bliss, and also James H. Jerome were the founders of A. T. Bliss & Company, which milled lumber in Saginaw. After the two Bliss brothers bought out Jerome, the business operated as A. T. Bliss & Brother. The 16 June 1878 *Lumbermans Gazette* notes that A. T. Bliss & Company had a 3.5-mile pole road in Bentley Township (Township 17 North, Range 2 East) of Gladwin County. The 21 May 1880 *Gladwin County Record* again reports that the line was 3.5 miles long and dumped logs into the Tittabawassee River. Providing details about the Gladwin Branch of the MC, [Michigan's Logging Railroad Era, 1850-1963](#) declares "1893 Road ran to Estey, and the A. T. Bliss camps."

A study of the location of timberland owned by A. T. Bliss & Company implies a probable pathway for the company's pole road. It began on the Tittabawassee River in Section 12 of Billings Township, and travelled east through Sections 6 and 5 of Bentley Township (Township 17 North, Range 2 East).

In 1887, A. T. Bliss & Company also owned a 3 mile tram road in Frost Township of Clare County.

### **Andrew J. Clute Pole Road**

The 16 June 1878 *Lumbermans Gazette* reports that Andrew J. Clute was operating a pole road in Beaverton Township of Gladwin County. It was used to harvest timber in Sheridan Township of Clare County. Logs were banked on the Middle Branch of the Tobacco River, at the north end of Section 6 in Beaverton Township. Clute resided in Sheridan Township in 1880, and the 21 May edition of that year's *Gladwin County Record* notes that his line was 1.5 miles long. It extended through Sections 1 and 2 of Sheridan Township.

### **Benjamin C. Freese Pole Road**

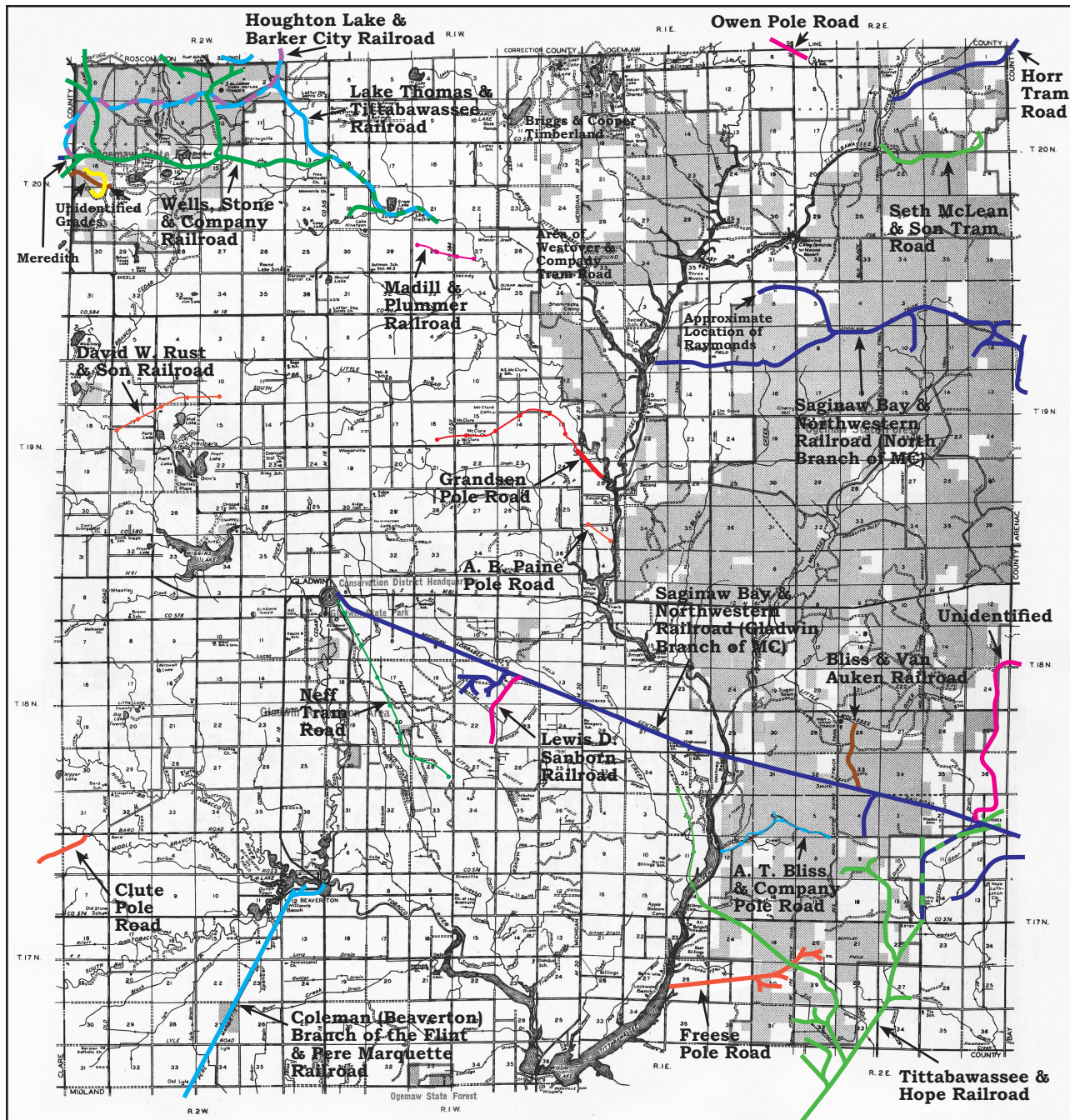
The 18 June 1878 *Lumbermans Gazette* mentions that Benjamin C. Freese, who lived in East Saginaw, used a three-mile pole road in Billings Township of Gladwin County. The 21 May 1880 *Gladwin County Record* suggests that the line dumped logs in the Tittabawassee River. The right-of-way is identified in the 1969 USGS Topographical Map of Hope Quadrangle as "Old Railroad Grade." It begins on the Tittabawassee River and extends east through Section 26 and 25 of Billings Township, and enters Sections 30 and 20 of Bentley Township.

### **William Grandsen Pole Road**

William Grandsen is mentioned in the 21 May 1880 *Gladwin County Record*. He operated a pole road which terminated on the Sugar River. At the time of this article, Grandsen was harvesting two or three million board-feet of timber for Butman & Rust. The Grandsen road was said to be situated near another pole road used by A. B. Paine.

Butman & Rust owned most of the timberland in Sections 15 and 16 of Gladwin Township, as well as 40 acres of timber in Section 14. Much of the land in Sections 15 and 16 is flat and has been farmed for many years, making it difficult to identify the path of the pole road using aerial photography.





Gladwin County Railroads

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The 1954 Department of Conservation map of Gladwin County shows a small segment of abandoned railroad grade in Sections 21 and 28 of Secord Township. A grade in those sections would be consistent with the Grandsen line.

Michigan's Logging Railroad Era, 1850-1963 reports that previously, in 1879, Grandsen had been working in Ogemaw County. There, he harvested eight million board-feet of timber which was shipped from Summit Station, on the Mackinaw Division of the MC.

### **Lake Thomas & Tittabawassee Railroad**

Just before 1878, when Thomas Nester of Saginaw started building the Lake Thomas & Tittabawassee Railroad (LT&T), he was also engaged in lumbering at Wells Station, along the MC, in Arenac County. The 30 November 1877 *Railroad Gazette* reports that grading had been completed at Wells for the Nester operation; Wells Station was situated approximately one mile south of Alger. The 1 January 1879 *Lumbermans Gazette* reports that Nester had shipped twelve million board-feet of logs from Wells Station during 1878. When construction began on the LT&T, it was planned that the new logging railroad would eventually connect with the MC, at Wells Station.

The LT&T was a standard gauge line that existed in the northwest corner of Gladwin County and the southern portion of Roscommon County. The history of its right-of-way is complex, with both the Wells, Stone & Company Railroad, and the Houghton Lake & Barker City Railroad (HL&BC) operating over some of its grades, at various later times. Construction of the LT&T began at Achill, on Lake Thomas (now known as Atchel Lake), in Nester Township of Roscommon County. Equipment and rolling stock were transported to Achill over a county road that headed west from the MC's Ogemaw Station. Soon, a sawmill at Achill was turning out ties for the railroad and lumber for camp construction. Eventually, a railroad shop, store, and hotel were located there.

Nester's log dump was at the southeast end of the line, in Sections 20 and 21 of Gladwin County's Butman Township. There, logs went into the Big Sugar River, which flowed into the Tittabawassee and eventually, the Saginaw River, in order to reach downstream mills. Two dams, near the log dump, are described in the 2 July 1878 *Lumbermans Gazette*: "He (Thomas Nester) has one dam completed in the northwest quarter of the northwest quarter of Section 20 . . . where are banked the logs now put in the Big Sugar. On the southwest quarter of the northwest quarter of Section 21 in the same

town, and about one and a half mile below the first, there is in the process of construction another one . . ."

The dams were used to impound water which, upon release, would carry logs downstream into the Tittabawassee River. The *Lumbermans Gazette* article also mentions that Nester was planning to extend his railroad to Wells Station, in Moffit Township of Arenac County. That extension was not built.

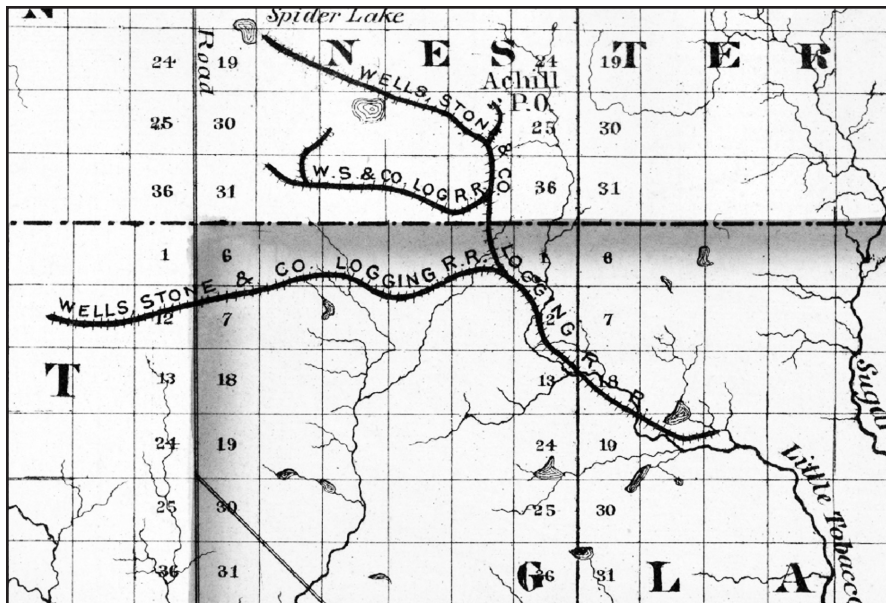
Citing the *Northwestern Lumberman*, the 15 August 1879 issue of *The Railroad Gazette* reports that "About 18 miles southwest of Ogemaw Station, on the Mackinaw Division of the Michigan Central Railroad, lies Thomas Lake [Atchel Lake], and at some distance beyond, another small lake [Rollway Lake], both being situated in Roscommon County. From the latter lake, Nester's main railroad track runs southeasterly to the banking ground, 9 miles distant, on Sugar Creek [Big Sugar River]. A branch three-quarters of a mile in length connects Thomas Lake with the main line. About midway on the main line another spur branches off in a westerly direction to a third small lake [Hoister Lake] some three miles away. . . . The branch running to Thomas Lake is to be extended three miles to another lake, and finally to Houghton, some 10 or 12 miles distant. This line is to be known as the Houghton Lake & Tittabawassee Railroad."

As with the plan to build to Wells Station, the contemplated line to "Houghton" never materialized. Michigan's Logging Railroad Era, 1850-1963 reports that Nester sold his railroad to Wells, Stone & Company in 1884. This is substantiated by Figure 19-1, which comes from the 1884 Takabury's Atlas of the State of Michigan. The new owners consisted of Ammi Willard Wright, Charles W. Wells, and Farnham C. Stone, all of Saginaw.

By 1885, most of the logging on the old mainline going up into Roscommon County, and also along the branch line that passed Hoister Lake, was finished. Wells, Stone & Company planned to abandon those portions of its line. The track slated for abandonment probably included a right-of-way that entered Meredith, in Clare County, from the north. The company built a new line to Meredith; it was not handicapped by a steep grade north of the village, as was the line scheduled to be abandoned. The new line can be seen in Figure 19-2, which is part of the 1886 *Colton's Map of Michigan*.

The Flint & Pere Marquette Railroad (F&PM), along with the owners of the Roscommon Lumber Company, were interested in creating a continuous rail link between the F&PM mainline, and Houghton





19-1 1884 LT&T Sold to Wells, Stone & Co.



19-2 1886 LT&T Grade to Meredith

Lake, via Meredith. The 11 July 1885 *Northwestern Lumberman* mentions "A report that the F & P M will run to Houghton Lake over the Wells, Stone & Company and the Roscommon Lumber Company's railroads. Wells, Stone & Company are to take up their logging railroad from Meredith to Houghton Lake. C. B. Field, manager for the Roscommon Lumber Company will regrade the road [the Wells, Stone & Company railroad] to connect with his line, and the F & P M will iron it, and through trains will soon be running to Houghton Lake."

Clearly, there are some ambiguities and errors in this article. It's unlikely that the Wells, Stone & Company track to be abandoned was the right-of-way leading to Meredith that had just been installed, probably late in 1884. That grade was still in use until the early 1890s. More likely, the article was talking about the earlier Wells, Stone & Company grade that approached Meredith from the north. But this scheme apparently came to nothing. There is no evidence that the F&PM, or its subsidiary, the Saginaw & Clare County Railroad (S&CC), ever operated either north or east of Meredith.

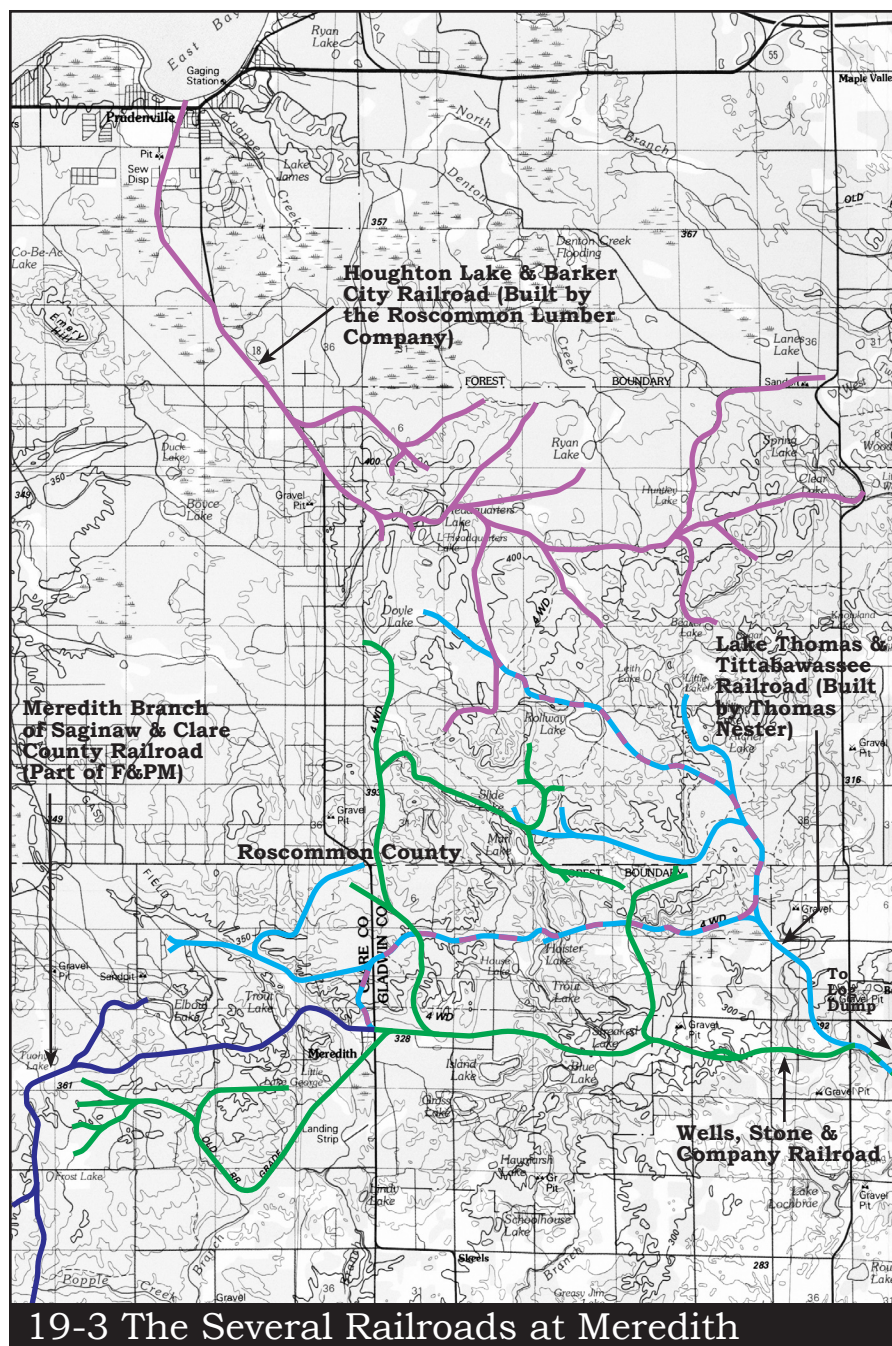
A February 1886 article in the *Detroit Times* reports that the HL&BC terminated at Meredith, which had become its base of supply. The HL&BC, operated by the Roscommon Lumber Company, is

described in Chapter 34. Figure 19-3 represents the various railroad connections at Meredith. The HL&BC appeared in the 1890 *Poor's Directory of Railway Officials*. By then, Wells, Stone & Company was essentially an Ammi Wright enterprise, and its logging line appeared in that same 1890 directory as the A. W. Wright Lumber Company railroad of Gladwin County. Interchange of rail traffic at Meredith must have diminished greatly by 1893, when the S&CC pulled up its track between there and Frost Station, in Clare County. The last reference to the Wells, Stone & Company Railroad in *Michigan's Logging Railroad Era, 1850-1963* is an article in the 1 October 1893 *Saginaw Courier-Herald*.

### Madill & Plummer Railroad

Joseph W. Madill and Charles H. Plummer carried on a Saginaw logging business as Madill & Plummer. The 2 April 1878 *Gladwin County Record* mentions that the partners had a 1.5-mile road on the Big Sugar River, in Gladwin County. Deed records indicate that they owned the west half of the northwest quarter of Section 28, in Butman Township. From this property, approximately 1.5 miles west of the Big Sugar River, a feature seen in a 1998 aerial photograph can be followed to the river, and probably represents the course of the Madill & Plummer Railroad.





### Seth McLean & Son Tram Road

The 16 March 1878 *Northwestern Lumberman* reports that Seth McLean was using a tram road on the Tittabawassee River. Seth McLean and his son, Seth A. McLean, were associated in the firm of Seth McLean & Son, of Bay City. Much of the timberland bought by the business was in Bourret Township (Township 20 North, Range 2 East) of Gladwin County. Gail and Al Vanderbrink have located the grade of this tram road on the ground, in Sections 16, 22, and 23 of Bourret Township. The 18 March 1885 *Lumbermans Gazette* notes that Seth McLean had been lumbering for nine years in the vicinity of Summit, immediately northeast of Bourret Township, in Ogemaw County. The McLean's right-of-way in Ogemaw County has not been located.

### Frederick Neff Tram Road

Frederick Neff bought the interest of Norman Dolph in the Gladwin mill of N. J. Dolph & Company. A precise location for the mill has not been determined. The 7 June 1890 *Northwestern Lumberman* notes that this mill loaded one box car of shingles per day. This fact suggests a location on or near the Gladwin Branch of the MC. The same article also mentions that Neff & Company had built a three-mile tram road to the mill from recently purchased timber.

Portrait & Biographical Album of Ionia and Montcalm Counties, Mich. reports that Neff had come to Gladwin from the village of McBride, in Montcalm County. He was related to Louis Neff, a manufacturer of shingles at McBride.

The tram road could not be identified using 1998 aerial photography. The map on page 123 gives a general impression of where it existed. It is based on knowledge that the tram had its terminal in Gladwin, with the tram itself passing through timberland known to have been owned by Neff & Company.

### A. B. Paine Pole Road

The 26 May 1880 *Lumbermans Gazette* reports that A. B. Payne, of Saginaw, was constructing a pole road in Section 33 of Secord Township. Dennis O'Connel was to be the foreman. The road would be used to move logs owned by Myron Butman and Amasa Rust, a partnership operating as Butman & Rust. Most of the nearby Butman & Rust timber was in Sections 14, 15, and 16 of Gladwin Township. Amasa Rust was a brother of David W. Rust; David also logged in Gladwin County (see below).



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Payne appeared in the 1870 census of Saginaw as Alderman B. Paine, whose son was named Valorus A. Paine. The names of both A. B. and Valorus Paine occur in Gladwin County deed indexes as grantees.

The 1906 Atlas of Gladwin County reveals that Butman & Rust still owned the southwest quarter of the southwest quarter of Section 33, in Secord Township. The dotted orange line visible in that section on the map seen on page 123 represents a feature seen on a 1998 aerial photograph. If this were the pole road, it must have extended much farther west in order to have reached the Butman & Rust timber.

### **David W. Rust & Son Railroad**

The 26 March 1878 *Gladwin County Record* states that David W. Rust & Son had a horse-drawn railroad that terminated on the Cedar River, approximately six miles “below” Gladwin. Other publications also suggest that the line was six miles in length, and used wooden rails with a strap iron surface. Michigan’s Logging Railroad Era, 1850-1963 reports that in 1880, Lane & Busch (Peter Lane and William C. Busch) were using this right-of-way. That publication, however, reports that the railway ended at the North Branch of the Cedar River. The 1906 Atlas of Gladwin County shows that Rust estate remained the owner of the southeast quarter of the northwest quarter of Section 17, in Sage Township. The Rust estate also owned land in Section 10, surrounded by properties belonging to William C. Busch. All of these parcels are situated approximately six miles north of Gladwin. No definite right-of-way can be identified in 1998 aerial photographs. The path indicated for this railroad, on page 123, was selected based on the foregoing facts and topographical maps of the area.

Michigan’s Logging Railroad Era, 1850-1963 notes that in 1879, David W. Rust was moving logs to Summit Station, on the Mackinaw Division of the MC. That station was along the south border of Ogemaw County, in Section 35 of Horton Township. That fact is consistent with Lane & Busch using the vacated Rust right-of-way in 1880.

### **Lewis D. Sanborn Railroad**

Lewis D. Sanborn was the son of George C. Sanborn, a dealer in salt and lumber at East Saginaw. Lewis began his career as a bookkeeper for his father. A May 1889 issue of the *Clare Press* reports that Lewis

possessed a two-mile railroad that connected to the Gladwin Branch of the MC. The junction point was near Howery’s Siding; Ed Unicombe was the contractor who built the line. Lewis used it to log timber in the east half of Section 22, in Buckeye Township.

### **Tittabawassee & Hope Railroad**

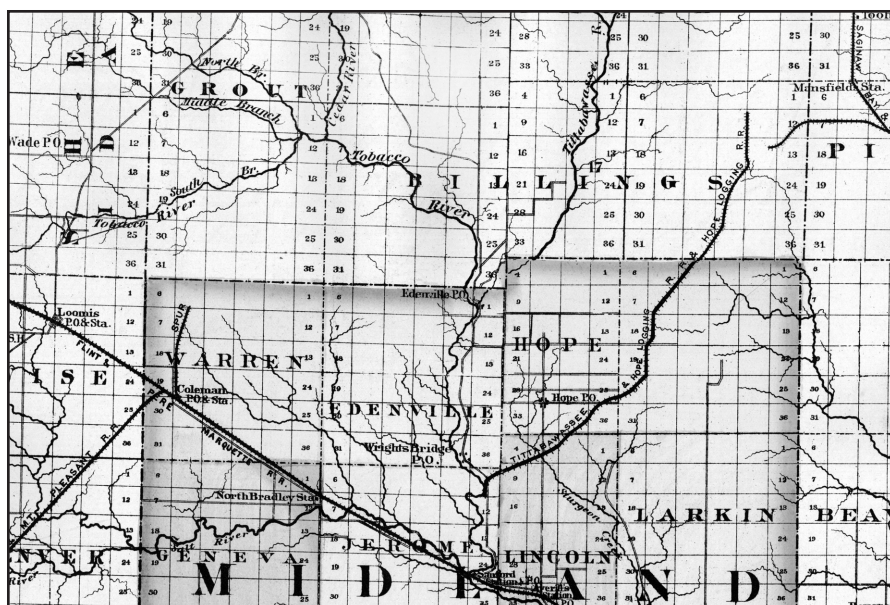
The Tittabawassee & Hope Railroad (T&H) was a narrow gauge line controlled primarily by P. H. Ketcham, of Chicago and Ammi W. Wright, of Saginaw. It began operating 8 August 1881 from a log dump northwest of Averill, on the Tittabawassee River in Midland County. Figure 19-4, from the 1884 Takabury’s Atlas of the State of Michigan, displays the line at about the time it was built. The log dump was in Section 1 of Jerome Township.

The 5 June 1886 *Northwestern Lumberman* reports that the railroad had built an extension into the town of Averill. There, Wright & Ketchum built a hardwood sawmill. By the end of the year, 32 miles of track were in operation. Figure 19-5 comes from the 1882 *Railroad Map of Michigan* prepared for the Commissioner of Railroads. This map includes most of the projected rights-of-way for the line.

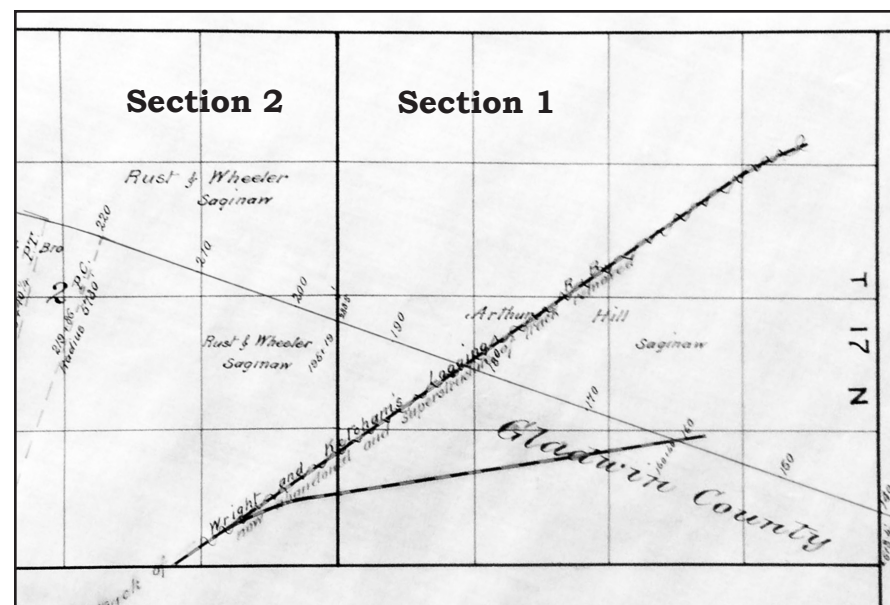
Two grades were planned in Gladwin County. They separated from each other near the southern border of the county. The western grade is difficult to identify with modern aerial photography. Part of it appears to have been reused in the construction of a pipeline through Sections 29 and 19 of Bentley Township (Township 17 North, Range 2 East) and Sections 24 and 14 of Billings Township. Grades on the west side of the Tittabawassee River have not been located precisely.

At one point, the eastern grade reached as far northeast as the present-day village of Rhodes. Part of the August 1886 survey for the Saginaw Bay & Northwestern Railroad (later part of the MC system) is reproduced in Figure 19-6. It is part of the Quinn Papers and is preserved at the Archives of Michigan. The figure comprises Sections 1 and 2 of Bentley Township; “Track of Wright & Ketcham’s Logging R. R. – now abandoned and superstructure of track removed” is visible. Sometime after 1886, the MC rebuilt part of this T&H grade for use as its branch to Estey.

Timber along all parts of the T&H was logged off by 1888 and the railroad was taken up.



19-4 1884 T&H Log Dump North of Averill



19-6 1886 Survey of Saginaw Bay & NW RR



19-5 1882 Projected Branches of the T&H

### Westover & Company Tram Road

The 16 March 1878 *Lumberman's Gazette* reports that Westover & Company operated a tram road dumping into the Tittabawassee River. In the 1880 census of Bay City, Luther and Charles Westover were brothers who lived in the same household. Charles was a lumberman, while Luther was a banker.

Luther Westover bought property on the West Branch of the Tittabawassee River, in the south half of the southeast quarter of Section 25, in Butman Township. William Westover, also a banker in Bay City, may have been part of Westover & Company. However, the land that he purchased in Gladwin County was not near the Tittabawassee River.

### Unidentified Railroads

Gladwin County had a large number of small logging enterprises that used tram or pole railroads. These are particularly difficult to identify in relatively flat country, where construction of grades did little to alter the terrain.



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Barnard Brothers of Saginaw was a lumber business comprised of Newell and Joseph M. Barnard. The 26 March 1878 *Gladwin County Record* reports that they were constructing a wooden tram road, using horses, during that relatively snowless winter. Michigan's Logging Railroad Era, 1850-1963 indicates that Newell Barnard shipped 7.0 million board-feet of timber over the MC in 1879. The origination point was on the Mackinaw Division, at Summit Station. That station was only 0.75 mile from the northeast corner of Gladwin County; thus, the tram road was probably in that general area. By 1883, Newell Barnard was in business with his, son Arthur N. Barnard, operating a logging railroad in the locale of Clare and Isabella Counties.

The 18 June 1878 *Lumbermans Gazette* reports that Charles Bowman ran a 2.5-mile pole tramway into the North Branch of the Cedar River. Bowman was the foreman for Timothy Jerome, a Saginaw lumberman. Jerome probably was the father of James Jerome, a member of A. T. Bliss & Company.

The 28 May 1878 *Lumbermans Gazette* notes that Thomas F. Howland had a tram road dumping logs into the Middle Branch of the Tobacco River. Apparently, this enterprise did not thrive, for the 1880 US census counted Howland as a farmer in Grout Township.

J. P. Kroll appears in the 9 March 1878 *Northwestern Lumberman* as the owner of a one-horse tram road located on the Middle Branch of the Tittabawassee River. The 17 August 1878 edition of the same publication mentions that the line was two miles long and led to the West Branch of the Tittabawassee. By then, it used a locomotive running on strap iron rails.

John Larkin and William Patrick, both of Midland, were partners in the firm of Larkin & Patrick. Their mill was at Midland. Larkin owned numerous parcels of land in Gladwin County, mostly bordering the Tittabawassee River or its tributaries. The 4 June 1878 *Lumbermans Gazette* reports that Larkin & Patrick operated a 1.5-mile, horse-drawn tram road. The information given does not disclose whether the tram was in Gladwin County or Midland County.

The 2 April 1878 *Gladwin County Record* says that Ross and Bennett were building a one-mile tram road located sixteen miles north of Gladwin. *Lumbermans Gazette* notes, on 4 June 1878, that Bennett & Ross operated a horse tram on the Tittabawassee River, with an associated lumber camp. Michigan's Logging Railroad Era, 1850-1963 mentions that Bennett & Ross loaded 4.5 million board feet of timber at Summit Station in 1879. The 1906 *Atlas of Gladwin*

*County* indicates that an E. T. Bennett owned a sizable amount of land in Sections 3, 11, 12, 13, 14, 15, 22, 23, and 24 of Bourret Township. The Tittabawassee River reaches as far as Section 15. Perhaps this was the general location of the tram road.

George M. Simonson was a Saginaw lumberman. In 1878, he operated a pole road near the junction of Howland Creek and the Cedar River. This spot is along the southern border of Sage Township, approximately where Wiggins Lake is found today. The 4 June 1878 *Gladwin County Record* notes that the pole road was 3.5 miles in length.

Michigan's Logging Railroad Era, 1850-1963 has a small amount of information about a Saginaw logging firm called Smith & Adams. In 1878, the partners operated a two-mile pole road in Gladwin and Ogemaw Counties. Although it must have been somewhere along the ten-mile common border between the two counties, a precise location has not been determined.

The 16 June 1878 *Lumbermans Gazette* reveals that Alexander St. Charles, a resident of Saginaw, was using a tram road to log on the Sugar River. He harvested timber owned by Washington S. Green & Son, also of Saginaw. The location was in Secord Township. The 1906 *Atlas of Gladwin County* illustrates land belonging to W. E. Greer & Son (this probably should have been transcribed as "W. S. Green & Son"), in the north half of the southeast quarter of Section 28, in Secord Township. However, the position of the St. Charles log dump, along the Sugar River, has not been determined.

The 26 March 1878 *Gladwin County Record* reports that E. Steele was operating a pole road on the Sugar River. Michigan's Logging Railroad Era, 1850-1963 mentions that Steele bought a 36-inch gauge Shay locomotive in 1882. A location for the pole road has not been determined.

The 10 April 1878 *Saginaw Daily Courier* reports that B. F. Webster was hauling 15-20 logs at a time on a greased "slide" powered by horses, in Gladwin County. No location was provided. However, the 1906 *Atlas of Gladwin County* reveals that Webster still owned a sizable amount of land in Sections 4, 9, 16, and 21 of Clement Township. Webster lived in East Saginaw when the 1880 US census was taken.

The 26 May 1880 *Lumbermans Gazette* mentions that Charles Woods used a pole road on the North Branch of the Cedar River. An exact location was not given.

## Grand Traverse County

### Simeon Babcock & Company

Simeon Babcock & Company was a Manistee lumber manufacturing firm. The 26 September 1885 *Northwestern Lumberman* reports that Babcock recently spent time in the woods, near Fife Lake, while overseeing grading for a new logging railroad. The line was to start operating during the upcoming winter. It was a venture separate from the Grass Lake & Manistee River Rail Road. That line, controlled by Simeon Babcock and Michael Engelman, operated primarily in Kalkaska County.

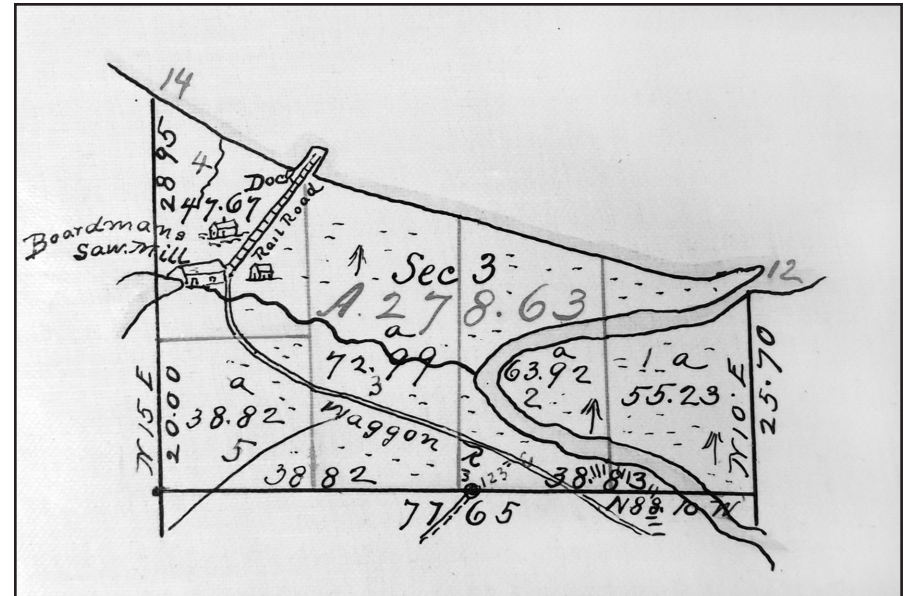
While most of its track was in Grand Traverse County, the railroad of Simeon Babcock & Company cut across the northeast tip of Wexford County, and terminated at a log dump in the northwest corner of Missaukee County. The dump was on the Manistee River, in Section 5 of Bloomfield Township. The line was short-lived; it did not appear in the 1887 edition of *Poor's Directory of Railway Officials*.

### Chickering & Kysor

The Traverse Region, Historical and Descriptive includes the firm of Chickering & Kysor. These two partners built a sawmill on Fife Lake in the fall of 1881. Frank Kysor lived there and managed the business. C. P. Chickering resided in Grand Rapids. In 1882, they built a three-mile, 36-inch gauge logging railroad to the west of Fife Lake. Chickering & Kysor continued logging in this region during 1884. On 30 July of that year they purchased timberland in the northeast quarter of the northeast quarter of Section 15, in Fife Lake Township. Their line dumped logs into Fife Lake using a 7-ton Lima Shay locomotive.

### Hannah, Lay & Company

Hannah, Lay & Company was one of the pioneer businesses of Traverse City. Consisting of Perry Hannah, Albert T. Lay, and James Morgan, the enterprise bought the Horace Boardman sawmill in 1851. Figure 20-1 is a map created 21 February 1851 and archived in the Hannah & Lay Company records at the Bentley Historical



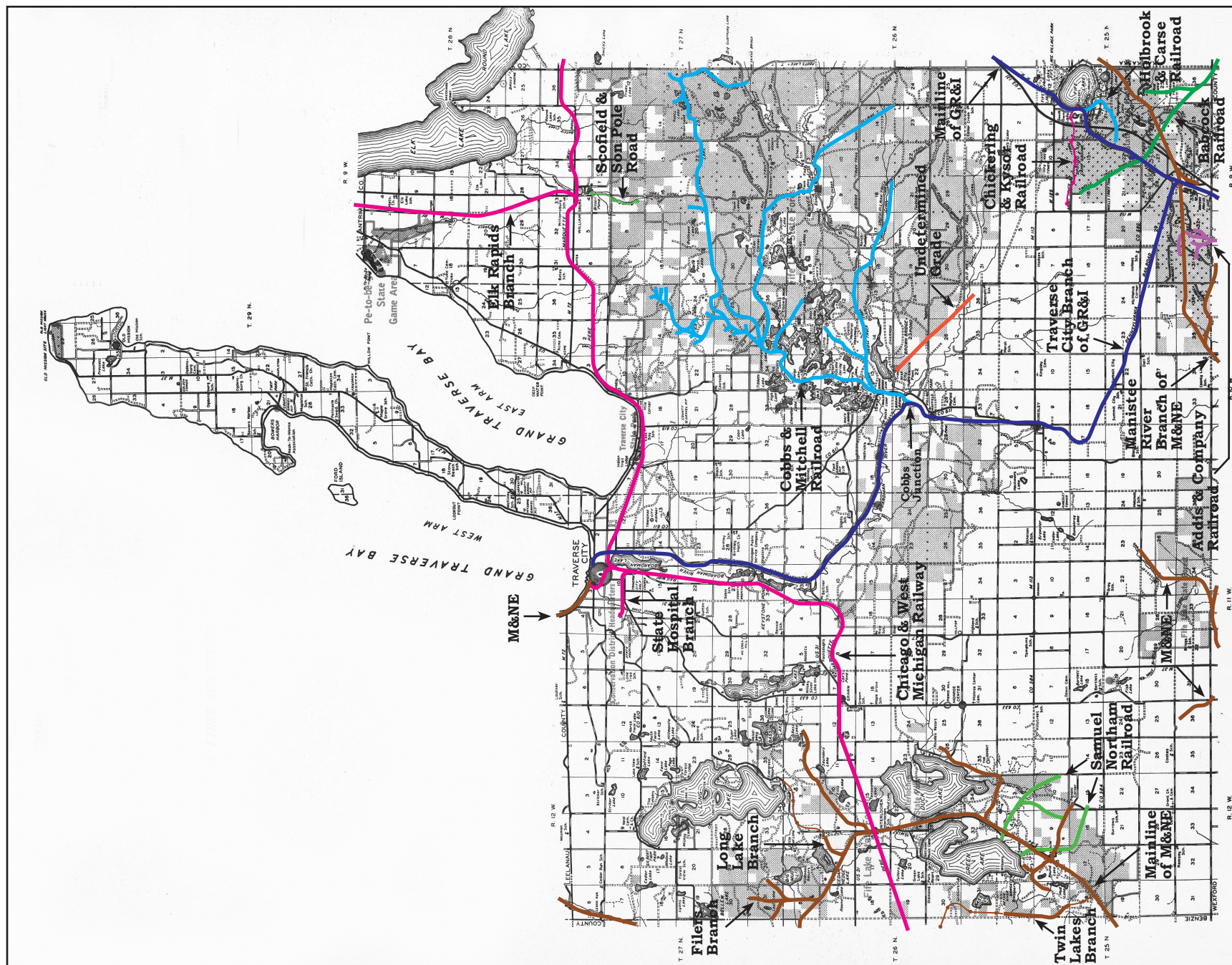
20-1 1851 Map in Region of Boardman's Mill

Library. Boardman's mill was located at the north end of a pond that was created by damming what is now Kids Creek. The figure also shows a "railroad" leading from the mill to the bay.

Volume 32 of *Michigan Pioneer Collections* notes that the new owners of the Boardman mill immediately built "a tram-road from the bend of the Boardman to the mill, so that logs floated down the stream could be hauled out at the bend and transported overland to the mill, whence the lumber, as formerly, could be run down to the slab wharf for shipment." Figure 20-2 indicates the location of the tram road using part of the 1881 *Atlas of Grand Traverse County*.

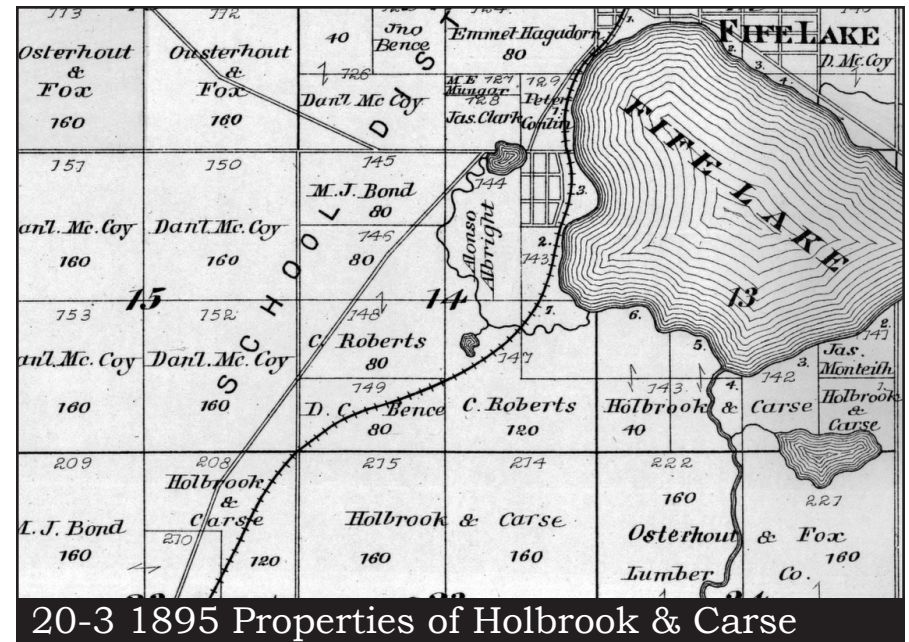
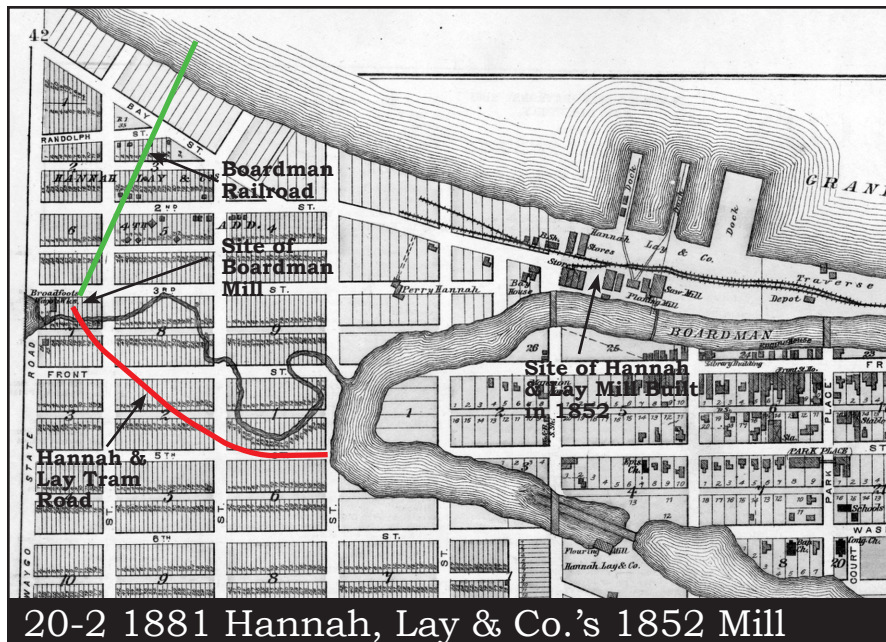
Soon, it was obvious that a new sawmill would be required. A History of Northern Michigan and Its People reports: "The sawmill had only a single muley saw. Finding from a few months' experience that it was





Grand Traverse County Railroads





too small and too slow for their purposes, Hannah, Lay & Company determined to construct a new one to be run by steam power. A site was selected on the narrow tongue of land lying between the lower part of the river and the bay, where, on one hand, logs could be floated in the stream directly to the mill, and, on the other, the lumber could be loaded on vessels by being conveyed only a short distance on trucks. The project was executed in 1852, and the next year the mill went into successful operation."

### Holbrook & Carse

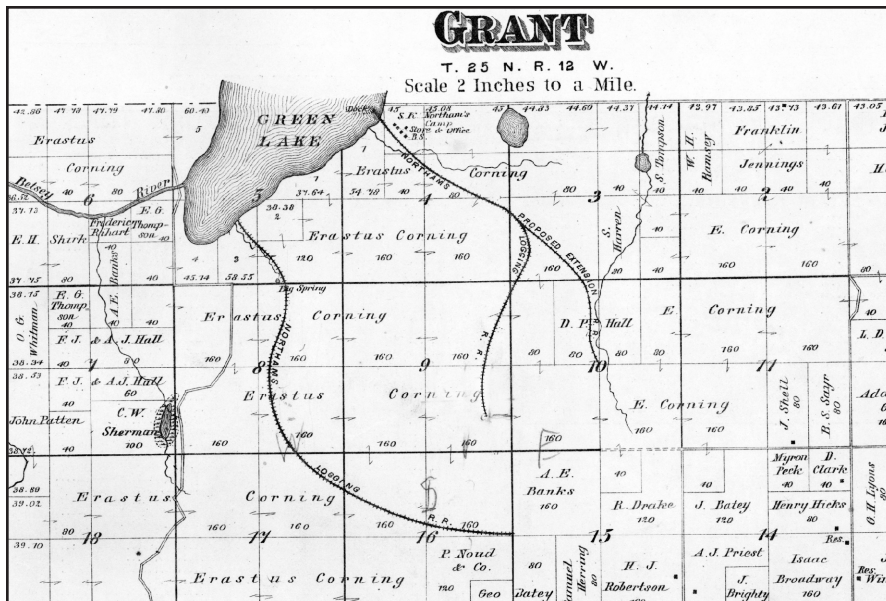
George Holbrook and Alex E. Carse constituted the firm of Holbrook & Carse. About 1877, Carse is known to have been living at Clam Lake (now Cadillac) in Wexford County. Holbrook's name was present on the 1880 US census of Cadillac. The 1895 New Atlas and Directory of Grand Traverse County reveals properties still owned by the partners. They were in Sections 10, 13, 22, and 23 of Fife Lake Township. Figure 20-3 reproduces part of the Fife Lake Township map from that atlas. Not visible on this map is the fact that, in 1895, a Daniel A. Holbrook possessed land around Holbrook Lake, approximately 0.75 mile north of Fife Lake. His relationship to George Holbrook, if any, is unknown.

Carse also owned timberland adjacent to Daniel A. Holbrook's parcel on Holbrook Lake. It was in the southwest quarter of the northwest quarter of Section 7, in Kalkaska County's Springfield Township. Michigan's Logging Railroad Era, 1850-1963 mentions that Holbrook & Carse operated a small sawmill at Fife Lake. It also summarizes an article in the 20 January 1883 Northwestern Lumberman: "1882 A logging road across Frank N. Hazen's farm near Fife Lake. Hazen put a fence across the tracks . . ." The article does not specifically state that the farm was in Grand Traverse County. The railroad must have been short-lived, for it does not appear in Twelfth Annual Review of the Lumber and Shingle Product of the Northwest, which reported data from 1884.

### Samuel K. Northam

Samuel K. Northam was a Traverse City logger. In the early 1880s, he constructed at least two separate segments of railroad, both of which terminated on Green Lake, in Grant Township. Figure 20-4, part of the 1881 Atlas of Grand Traverse County, displays each of them. These grades were still present when the 1884 Takabury's Atlas of the State of Michigan was published. They were used to log timber owned by Erastus Corning, an Albany, New York industrialist. This





20-4 1881 Samuel K. Northam Railroads

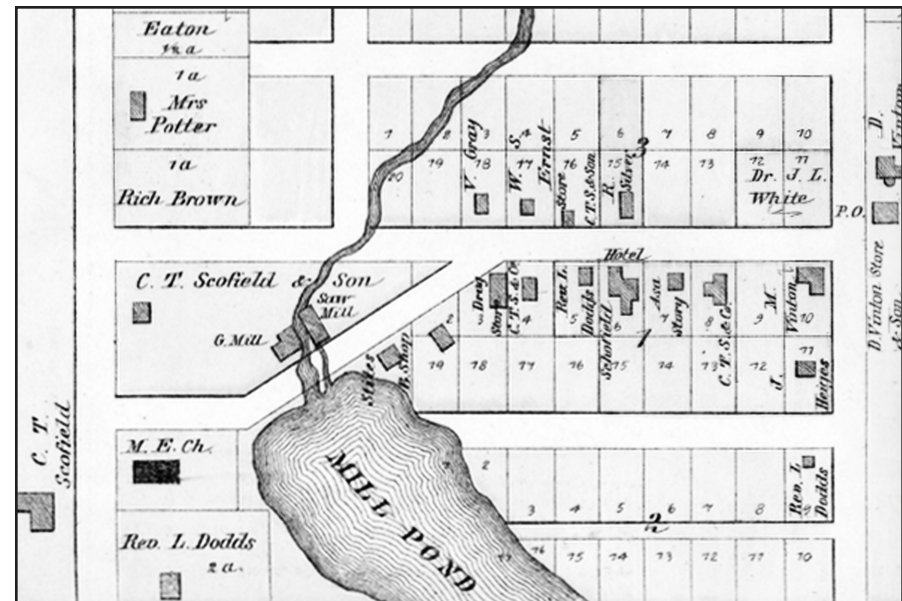
timberland, known as “the Corning tract,” was cut under a contract with Hall & Lincoln.

Dudley P. Hall and Benjamin F. Lincoln, of Lyndon, Vermont, had offices at Frankfort, in Benzie County. The partners did not have their own mill, but supplied saw logs for two other Frankfort lumber companies. There is also no record of Hall & Lincoln operating their own logging railroad in Benzie County. Because, in 1884, no common carrier railroad existed near the Corning tract, Hall & Lincoln received their logs from that tract by having them driven to Frankfort on the Betsie River.

Erastus Corning also bought a large parcel of timber in Benzie County in 1889. This included most of the south half of Weldon Township. The property was located near the Betsie River, which likewise was used to transport those logs to mills at Frankfort.

### C. T. Scofield & Son

Figure 20-5, part of the 1881 Atlas of Grand Traverse County, displays part of Williamsburgh, a village in Whitewater Township. Here were sited the saw mill and grist mill operated by C. T. Scofield



20-5 1881 C. T. Scofield Mill at Williamsburgh

& Son. In 1881, the Chicago & West Michigan Railway had not yet been built through Whitewater Township. The 19 August 1882 *Northwestern Lumberman* notes that the Scofields were building a pole tram road near Williamsburgh.

C. T. Scofield owned timberland in Sections 2, 4, 8, 9, and 10 of Whitewater Township (Township 27 North, Range 9 West). A map of the tram road has not been located. The configuration shown for it on page 131 is based on the location of Scofield properties and an examination of topography in that area.

### D. C. Welch & Company

D. C. Welch & Company was based in Buffalo, New York. The 30 March 1878 *Lumbermans Gazette* reports that the company proposed to build a 42-inch gauge, 5.5-mile railroad from Traverse City into their timber. However, Dewit C. Welch bought no timberland in Grand Traverse County. Michigan's Logging Railroad Era notes that Welch was found to be insolvent and he was accused of fraud. There is serious doubt that D. C. Welch & Company actually constructed any amount railroad in Grand Traverse County.

# 21

## Iosco County

### Au Sable Lumber Company

Michigan Railroads and Railroad Companies reports that the Au Sable Lumber Company was owned by John C. Gram. In the 1880s, Gram used a tram railway at his mill, located on the south side of the river in the village of Au Sable. The mill and tram may be seen in Figure 21-1, which is part of the 1880 *Bird's Eye View of Au Sable and Oscoda*. The figure is courtesy of the Archives of Michigan, and both mill and tram are labeled #17. In 1885, Gram owned the schooner *Golden Rule*; he probably used it to ship finished lumber from his mill. The tram transported the lumber between mill and dock.

### Oscoda Salt & Lumber Company

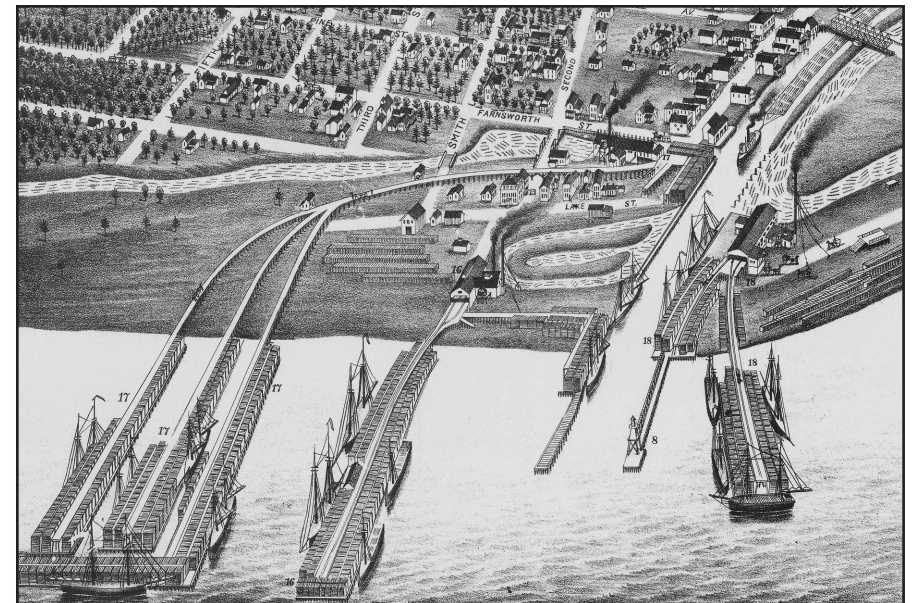
Henry M. Loud and A. F. Gay, doing business as Loud, Gay & Company, built a 3,000-foot tramway at Au Sable, in 1870. It stretched between the company's mill and its dock on Lake Huron. In 1872, Loud arranged transfer of the jurisdiction for the place where the mill and tram were located, from Au Sable Township to Oscoda Township. Financial difficulties in 1876 resulted in reorganization of the business under the name Oscoda Salt & Lumber Company, which became the owner of the tram. Loud was one of three trustees of the new firm. Figure 21-2 also comes from the 1880 bird's-eye view *Au Sable and Oscoda*. The mill and dock of the Oscoda Salt & Lumber Company are designated #15.

Michigan's Logging Railroad Era, 1850-1963 cites an April, 1878 issue of *Lumberman's Gazette* in which it is reported that the Oscoda Salt & Lumber Company operated a two-mile logging railroad. In 1882, the company bought a new Shay locomotive. The gauge of that engine is variously reported as standard, and also 36 inches. Evidently, the line became inactive soon thereafter, for it is not mentioned in Twelfth Annual Review of the Lumber and Shingle Product of the Northwest, which published data from 1884. The exact location of this railroad is not known. It could even have been the railroad said to have been owned by the Oscoda Lumber Company and described in Chapter 34 in the history of the St. Helen's Lake

& Southern Railroad. If it were in Iosco County, it must have run through or near timber owned by Loud. Much of that lay south of the Au Sable River, in Oscoda Township. Figure 21-3, from the 1903 Plat Book of Iosco County, includes portions of Oscoda and Wilber Townships. Three locations are visible where logs could have been dumped into the Au Sable River.

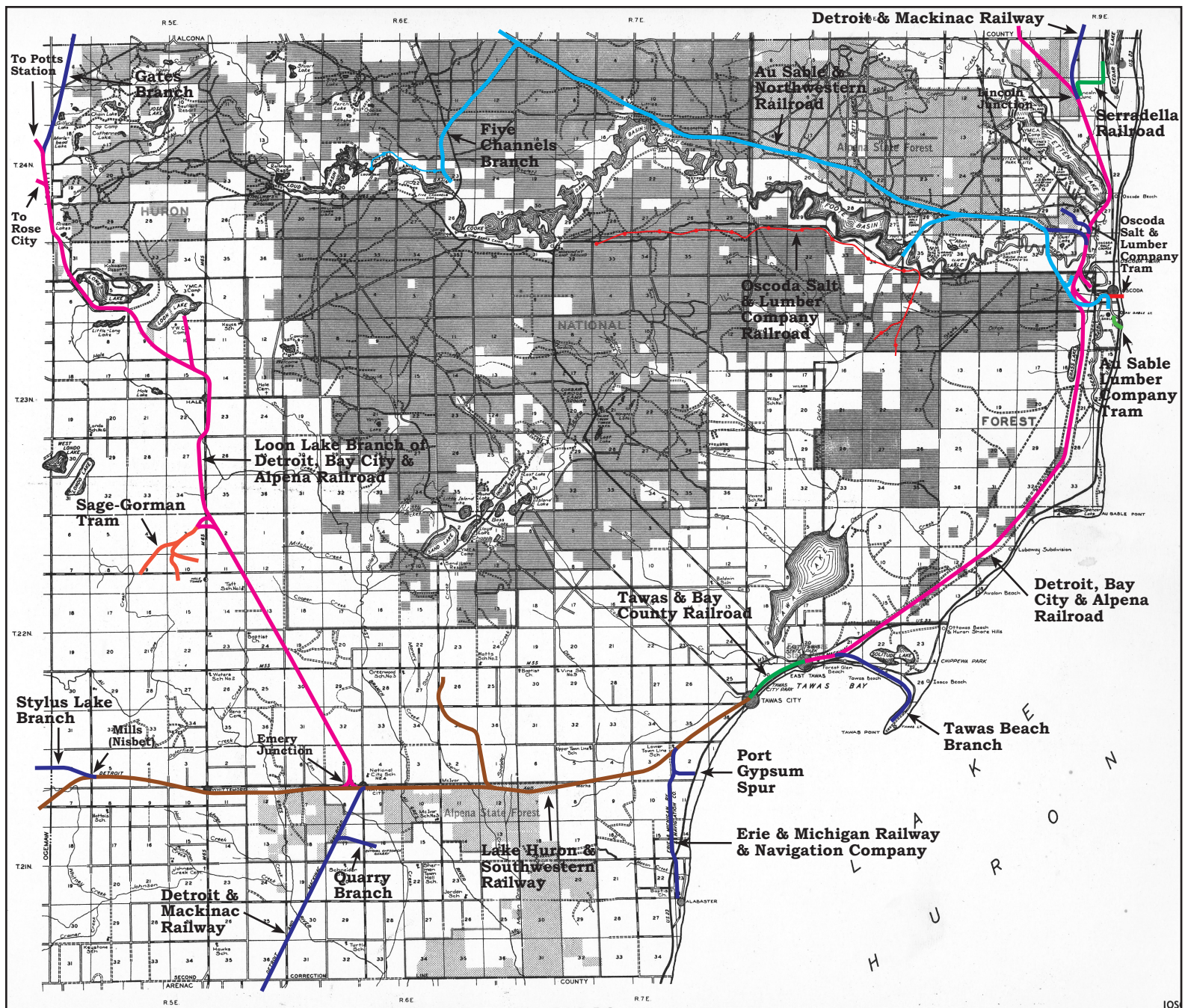
### Serradella Narrow Gauge Railroad

The 1914 US Army Corps of Engineers Coast Chart No. 3 (Lake Huron-Tawas Harbor to Rogers, Michigan) shows a short, narrow gauge railroad at Serradella. Later, Serradella became known as Cedarmere. This place is in the northeast corner of Iosco County, near Lincoln Junction of the Detroit & Mackinac Railway. Serradella is visible in Figure 21-4. The operator of this railroad is unknown.



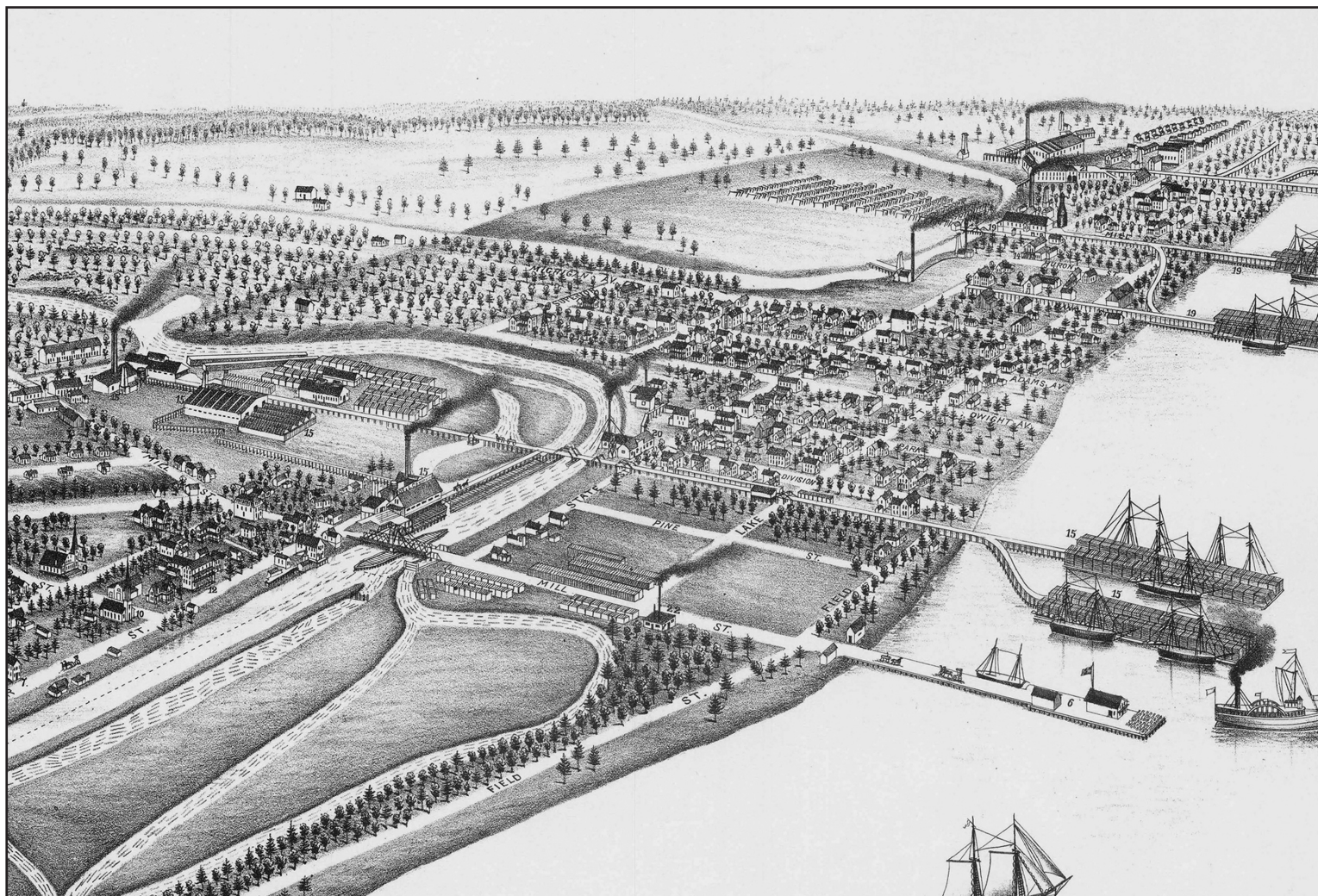
21-1 1880 #17-Au Sable Lumber Company





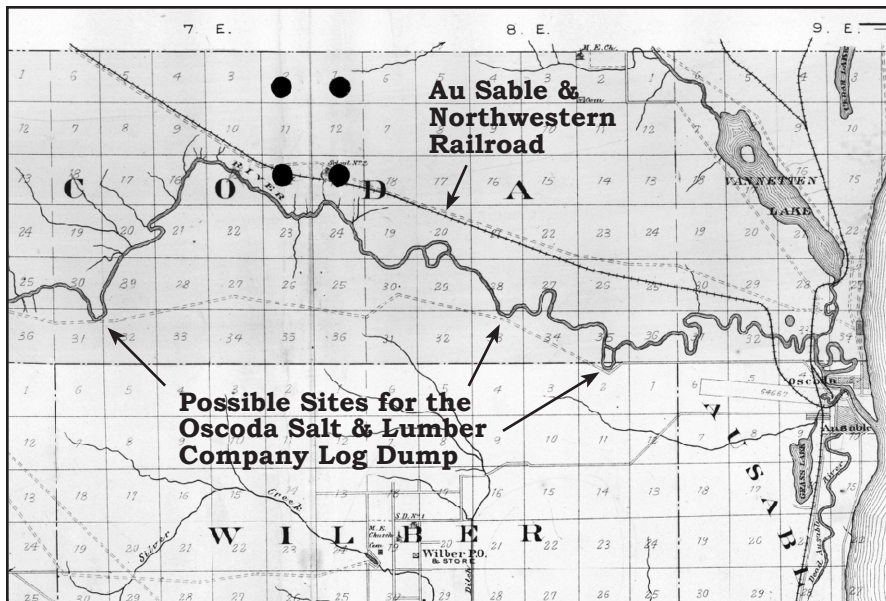
Iosco County Railroads



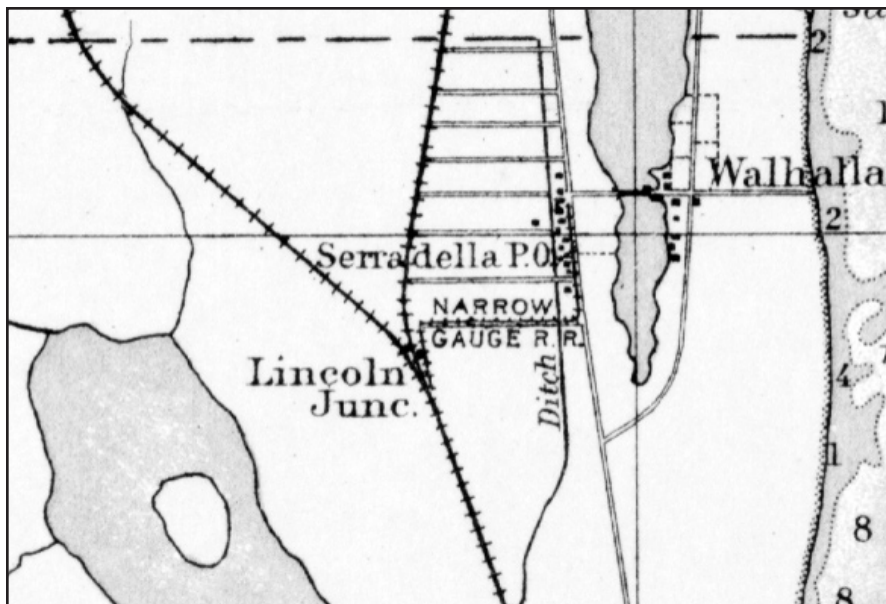


21-2 1880 #15-Oscoda Salt & Lumber Company





21-3 1903 Possible Dump Sites



21-4 1914 RR at Sarradella (now Cedarmere)

## Benjamin F. Smith Railroad

Benjamin F. Smith owned land in several sections of Alabaster Township, near the village of Alabaster. Michigan Railroads & Railroad Companies reports that in the mid-1860s, Smith owned a wooden railroad at Alabaster. It ran between a quarry and a dock on Lake Huron. More intensive mining of gypsum in that area began in the early twentieth century, when the Erie & Michigan Railway & Navigation Company established an operation there. That later enterprise would have erased any trace of Smith's earlier railroad.

## Unidentified Railroads

Absalom and Albert S. Backus constituted the firm of Backus Brothers, which was founded in 1865 at the village of Au Sable. The business operated the first sawmill at the mouth of the Au Sable River. The mill was on the north side of the channel, and logs arrived there via the river. Figure 21-1 reveals that sometime around 1880, the Backus Brothers mill was sold to J. E. Potts. The mill is designated as #18 in this figure.

Albert Backus lived at Au Sable and was the village president in 1875. Absalom and his son, Henry, lived in Detroit in 1880, managing the company's business in that city. The 13 November 1880 *Northwestern Lumberman* mentions that the Backus Brothers used a Shay locomotive on their logging railroad near Oscoda. Michigan Railroads and Railroad Companies states that the line used a gauge of 36 inches. The only Iosco County real estate purchased by the brothers, other than around the mouth of the river, was the south half of Section 29, in Oscoda Township (Township 24 North, Range 9 East). A precise location for the railroad has not been determined. The 15 June 1881 *Lumbermans Gazette* mentions that the Backus logging railroad had been moved to Mecosta County.

The 15 January 1879 *Lumbermans Gazette* reports that Eugene and Brad Smith were using a pole road to get logs into the Au Gres River. Michigan's Logging Railroad Era, 1850-1963, without source citation, mentions that the Smiths had a logging camp on Loon Lake in 1879. The 17 March 1880 *Lumbermans Gazette* notes that the men were dumping logs into the East Branch of the Au Gres River. The dump might actually have been on Smith Creek, which drains Loon Lake and is tributary to the East Branch of the Au Gres. The pole road has not been located.

## Kalkaska County

### Boardman & Southeastern Railroad

The Boardman & Southeastern Railroad (B&SE) appears as “Anderson’s Railroad” on the 1909 Manistee & Northeastern Railroad survey map titled *Manistee River Branch Extension*. Part of this map, preserved at the Archives of Michigan, is reproduced in Figure 22-1. The area displayed is the common border of Boardman, Orange, Springfield, and Garfield Townships. Aside from this document, most other information about the B&SE comes from Michigan’s Logging Railroad Era, 1850-1963. A. F. Anderson, owner of the Wexford Lumber Company of Cadillac, operated this railroad in 1906. At that time, it possessed sixteen miles of track, two locomotives, three separate grades, and a mill at South Boardman. The railroad probably commenced operating late in 1904, for Anderson bought a 36-inch gauge Shay locomotive on 16 September of that year. The engine became #2 on the B&SE roster. The line was fifteen miles long by 1910, and no longer existed in 1912.

### Crawford & Manistee River Railway

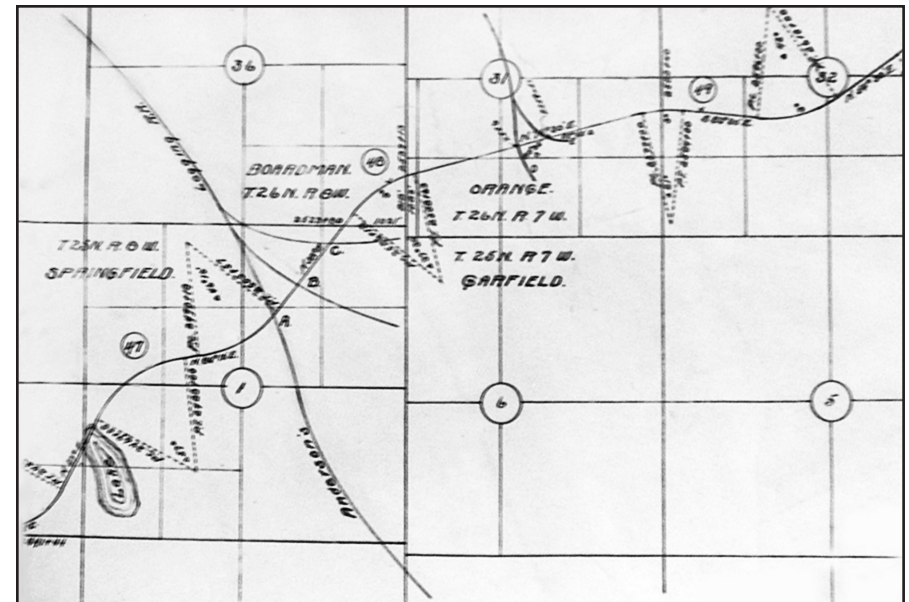
James Dempsey, Antoine Cartier, and William Wente were the principal owners of the Crawford & Manistee River Railway (C&MR). Articles of Association were signed 16 September 1885 and ten miles of track had been built by 11 October 1885, when the line went into operation. Original specifications called for a railroad beginning in Section 13 of Glade Township and terminating at a Manistee River log dump, in Section 26 of Oliver Township.

The C&MR was closely associated with the Manistee Lumber Company, which was formed in 1882 and had several of the same owners as the railway. The lifespan of this line was relatively long. It was not abandoned until late in 1904. In the intervening years, it developed branches east into Crawford County, southwest into Missaukee County, and north of the Manistee River in Kalkaska County. Figure 22-2 is part of Cram’s 1902 *Michigan*. A branch extended west and then south, terminating at Pioneer, in Pioneer Township of Missaukee County. To the east, the railroad passed through Wellington in southwest Crawford County. Figure 22-3 comes from Cram’s 1903 *Michigan*. By then, the track to Pioneer

had evidently been removed; a new right-of-way led south, from the village of Dempsey to a spot southeast of Moorestown, in Missaukee County. Finally, Figure 22-4 shows a portion of Cram’s 1904 *Michigan*. All of the earlier grades were gone, but a new branch led northeast from an area near the original log dump. That branch had been logged out by the end of 1904. Figure 22-5 is an image of the Brooks locomotive operated by the C&MR. The engine was named Nicolas. The figure is presented courtesy of the Claude Stoner Collection at the Bentley historical Library.

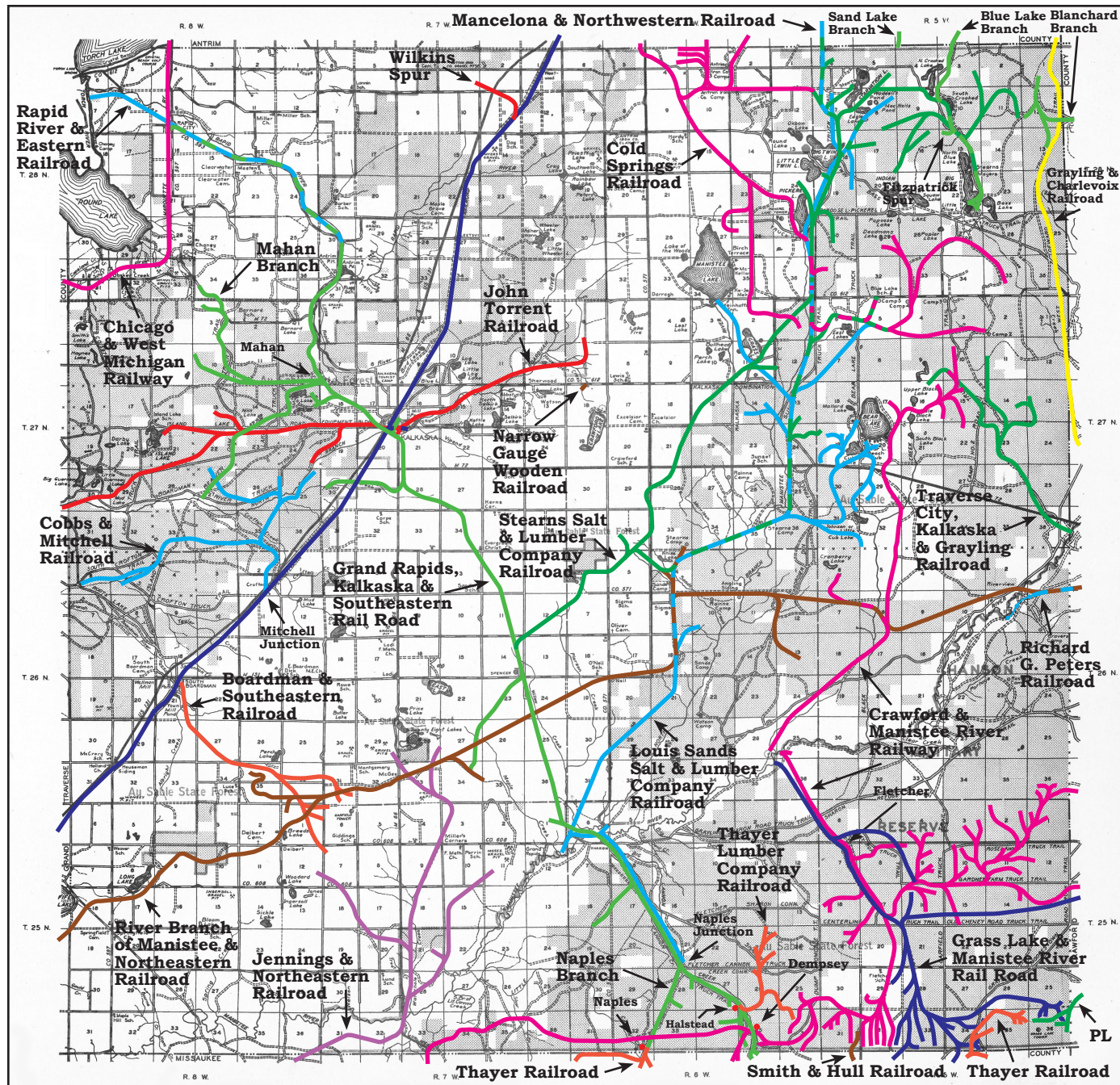
### M. B. Farrin Lumber Company

Early in his business career, Matthew Brown Farrin, a Cincinnati lumberman, spent three years in Michigan. His firm, the M. B. Farrin Lumber Company, had mills at South Boardman and Hobart. The South Boardman mill was erected in 1883. In 1884, Farrin



22-1 1909 B&SE Crossing Manistee & NE RR





Kalkaska County Railroads





22-2 1902 C&MR Appears in *Michigan* by Cram



22-4 1904 C&MR Branch to Northeast



22-3 1903 C&MR Branch through Moorestown

commenced building a 36-inch gauge logging railway which dumped logs at the mill. Twelfth Annual Review of the Lumber and Shingle Product of the Northwest notes that in 1884, the railroad was eight miles long and operated a ten-ton Lima Shay engine.

The February, 1886 *Grand Traverse Herald* reports that "M. B. Farrin will log 5,000,000 feet in Orange (Township) this winter, which will use all his timber in that township." The western border of Orange Township lies approximately 3.5 miles east of South Boardman. On 14 October 1886, Farrin bought the east half of the northwest quarter of Section 6, in Orange Township. His Kalkaska County railroad still appears in the 1888 edition of The Official Railway List: A Complete Directory, but is absent from the 1890 edition of Poor's Directory of Railway Officials. Its route map has not been discovered. The 1889 edition of Poor's Manual of Railroads does note that Farrin was then operating a three-mile railroad at "Raijuel" (Raignels, or Pelton) in Lake County; it had one locomotive and ten cars. The Lake County railroad did not appear in the 1890 edition.

#### Grass Lake & Manistee River Rail Road

The 17 October 1885 *Northwestern Lumberman* reports that Simeon Babcock was operating logging trains over some of the Manistee





22-5 C&MR Brooks Locomotive Named Nicholas



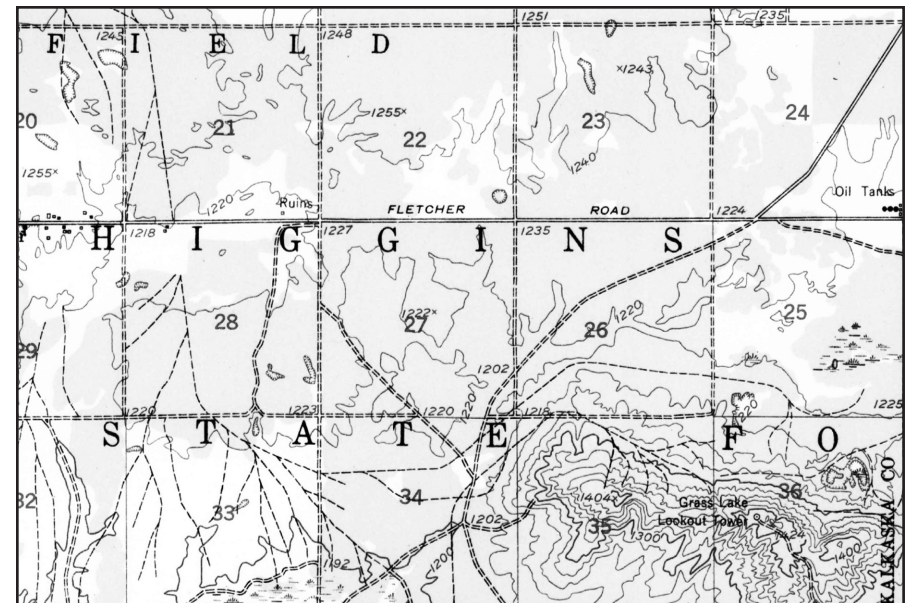
Lumber Company's railroad (the C&MR) in addition to eight miles of his own line. The location was not given, but must have been in the part of Kalkaska County where the C&MR and Babcock's railroad eventually had adjacent rights-of-way (Sections 6, 7, 8, and 17 of Glade Township). This was an operation distinct from Simeon Babcock & Company's logging railroad near Fife Lake, in Grand Traverse County. That line terminated on the Manistee River in Missaukee County, in Section 5 of Bloomfield Township.

A few months later, on 4 February 1886, Simeon Babcock, Michael Engelman, and a few other residents of Manistee incorporated the Grass Lake & Manistee River Rail Road (GL&MR). The incorporation document specified two branches for the line: the first was to originate in Section 33 of Glade Township (immediately north of Missaukee County's Grass Lake); the second would begin in the northeast corner of Section 17, in Beaver Creek Township (Township 25 North, Range 4 West) of Crawford County. The branches joined before terminating at a log dump on the Manistee River, in Section 35 of Oliver Township. The completed railroad went into operation 3 September 1886 with a length of ten miles. Figure 22-6, from the 1949 US Geological Service map of Fletcher Quadrangle, demonstrates many of the old grades used by the line, in Sections 21, 25, 26, 28, 33, 34, and 36 of Glade Township.

After a few years, control of the GL&MR passed to the State Lumber Company of Manistee, which was formed in 1888 as a partnership between Robert Roe Blacker and Patrick Noud. The 1890 edition of Poor's Directory of Railway Officials reports that Blacker and Noud had been elected Directors of the GL&MR on 31 December 1889. Babcock and Engelman no longer appeared as officers of the railroad. The information in that edition of Poor's Directory of Railway Officials is misleading, for it has separate entries for the GL&MR and the State Lumber Company. Both show Blacker and Noud as Directors and each organization is noted to have one locomotive and thirty logging cars. Clearly, the descriptions of the GL&MR and the State Lumber Company refer to the same railroad. The GL&MR was abandoned in 1892.

### Rapid River & Eastern Railroad

The Rapid River & Eastern Railroad was incorporated 13 August 1892. It was projected to be a 42-inch gauge line that would have a terminal on the Torch River, in Section 7 of Clearwater Township. Generally, it was supposed to follow the course of the Rapid River to its other terminal at the city of Kalkaska. Properties acquired by the company suggest a planned right-of-way along the path of



22-6 1949 C&MR Grades, Fletcher Quadrangle

Aarwood Road NW, passing through Sections 8 and 9 of Clearwater Township. Annual reports of the Commissioner of Railroads for the State of Michigan do not suggest that the line actually commenced operations. However, in 1898, the right-of-way between Rapid City and Section 31 of Rapid River Township was likely incorporated into the Grand Rapids, Kalkaska & Southeastern Railroad. A description of that line can be found in Chapter 5 on the Pere Marquette Railroad.

### Smith Lumber Company Railroad

George E. Smith founded the Smith Lumber Company at the village of Kalkaska in 1883. A few years later, he developed a business relationship with Major John Torrent of Muskegon. Torrent, who later went on to be president of Missaukee County's West Branch & Moorestown Rail Road, possessed a large area of timberland in Kalkaska County. Much of that land was obtained from Hannah, Lay & Company. Although a number of these parcels were quickly resold to other businesses, Torrent retained one which was known as "the Kalkaska Tract." He planned to harvest that parcel himself. To accomplish this, he formed an association with the Smith Lumber Company, which had timber holdings interspersed with the Torrent properties. Together, Smith and Torrent built a logging railroad. The



6 Aug 1887 *Northwestern Lumberman* notes that the line was six miles long.

The 1890 edition of Poor's Directory of Railway Officials identifies the railroad as "Smith Lumber Co. & Torrent's RR." It was said to run from the village of Kalkaska to Island Lake (approximately five miles west of Kalkaska) and was nine miles in length. One locomotive and twelve log cars were used, and the railroad had been operating since 31 December 1886. The gauge of the line was not specified.

Using data from 1889, the 1890 Annual Report of the Commissioner of Railroads of the State of Michigan mentions, for the first time, that the Grand Rapids & Indiana Railroad (GR&I) crossed the railroad of the Smith Lumber Company at Kalkaska. The same fact was repeated each year, through the 1896 annual report. But in the report of 1897, the GR&I crossed the "Kalkaska Lumber Company R. R. at Kalkaska," suggesting that reorganization of the Smith Lumber company, and its railroad, had occurred.

In the 1898 annual report, the entry changed yet again, indicating that only the Mancelona & Northwestern Railroad (M&NW) crossed the GR&I at Kalkaska (as well as in Mancelona). That listing seems odd, since the M&NW is otherwise not known to have operated in that region. Possibly significant is the fact that 1898 was the year in which the Grand Rapids, Kalkaska & Southeastern Railroad (GRK&S) was maneuvering to construct its own line through Kalkaska. The GRK&S was part of the Chicago & West Michigan Railway (C&WM) when the 1899 annual report was compiled. Unfortunately, that report did not contain crossing data for either the GR&I or C&WM. However, the 1900 annual report notes that the GRK&S was part of the Pere Marquette system, and it was the only railroad to cross the GR&I at Kalkaska.

John Torrent purchased an individual parcel of timberland in Sections 6 of Excelsior Township; there, an abandoned railroad grade is present on the 1954 Michigan Department of Conservation map. This suggests that Torrent's railroad extended to the northeast of Kalkaska, along that right-of-way. In addition, two deeds were made to the Kalkaska Lumber Company for a right-of-way over Section 7 of the same township.

It seems likely that the GRK&S followed the Smith Lumber Company railroad grade for several hundred yards, immediately west of the place where the GRK&S crossed the GR&I. Figure 22-7 is part of the 1898 *Map of the Maple Street Branch of the Grand Rapids, Kalkaska & Southeastern Railroad* and is courtesy of the Archives of

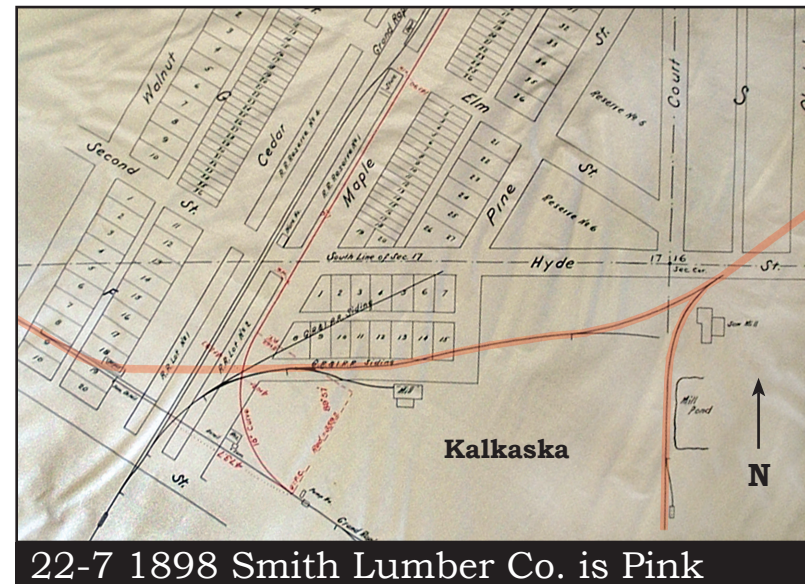
Michigan. Probable former Smith Lumber Company railroad grades are highlighted by the author.

### Traverse City, Kalkaska & Grayling Rail Road

The Traverse City, Kalkaska & Grayling Rail Road was incorporated 27 November 1888. Charles B. Shaver of Kalkaska owned 300 of the corporation's 306 shares. T. Stewart White, Thomas Friant, and Francis Letellier were minor shareholders who were responsible for logging operations and ran the railroad. In 1886, those three men had previous experience with the Leroy, Penessee & Indian Lake Railroad at Leroy, in Osceola County.

A survey of the line dated 7 December 1888 is preserved at the Archives of Michigan. As originally conceived, the railroad was to run from the Manistee River in Section 36 of Clearwater Township (Township 27 North, Range 5 West) to the village of Kalkaska. The 20 April 1889 *Northwestern Lumberman* speculates that the reason for incorporation was to gain greater power of condemnation in a right-of-way dispute with Seymour Brothers.

This railroad was probably very short-lived; it did not appear in the 1890 edition of Poor's Directory of Railway Officials. There is no evidence that it reached the village of Kalkaska.



# 23

## Lake County

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### Railroads at Carey and Luther

Six railroads operated in the vicinity of the villages of Carey and Luther in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. The Manistee Branch of the standard gauge Grand Rapids & Indiana Railroad (GR&I) arrived first, in 1882. The Manistee Branch originated from the GR&I mainline at Milton Junction, in Osceola County. It terminated at a place west of Luther that would soon develop into a settlement called Copley's Mill. Shortly thereafter, Copley's Mill was renamed Carey (and later still, Carrieville). A GR&I depot and turntable were located at Carey. By 1887, the Manistee & Luther Railroad (M&L) had arrived in the area. It probably began supplying the Marthinson & White mill at Carey with logs harvested from timberland owned by those two partners. The 1887 annual report of the Michigan Railroad Commission notes that the M&L crossed the Manistee Branch of the GR&I at Carey; the crossing was likely located at the GR&I depot. At about the same time, the M&L constructed another right-of-way which crossed the Manistee Branch in Section 14 of Newkirk Township, between Carey and Luther. From that point of crossing, the M&L also obtained a right-of-way to the east toward Luther, congruent with the grade of the Manistee Branch.

From Luther, the GR&I built Haak's Spur to the north in 1891, linking Haak's mill to the Manistee Branch. In 1899, Haak's Spur was removed when the Manistee Branch was pulled up between Luther and Carey. The remaining part of the Manistee Branch, between Luther and the GR&I mainline at Milton Junction, was abandoned in 1905.

In the early 1870s, David E. and Robert M. Wilson, along with William A. Luther, founded the firm of Wilson, Luther & Wilson (WL&W) at Belding, in Ionia County. WL&W erected a sawmill at Luther in 1882, on the north side of the Little Manistee River. The first logging line serving that WL&W mill was built in 1883 and that railroad was operated under contract by Headley & Sons. The 26 May 1883 *Northwestern Lumberman* reports that this line used steel rails and was three miles long. Built to 36-inch gauge, it led southwest from the mill at Luther and is represented by a dotted, dark green line

in the map on page 145. This railroad dumped logs at a millpond created by damming the Little Manistee River. Figure 23-1 is a 2014 view southeast over the pond, at the place where the mill existed. The Headley & Sons line accessed timber owned by B. T. Luther in Sections 13 and 23 of Newkirk Township (Township 19 North, Range 12 West). Both the sawmill and the shingle mill of WL&W burned in June of 1884. A new sawmill and a chemical works were put up later that year. At the same time, a second railroad was constructed by the lumber company itself. The new line accessed timber northeast of Luther. Figure 23-2, an image from the Claude Stoner Collection at the Bentley Historical Library, shows two WL&W engines. Number 212 is a Shay, and number 6, a Heisler.



23-1 2014 View SE from WL&W Mill Site









23-2 Two WL&W Locomotives: Left is Shay #212-Right is Heisler #6





was in the east half of the northeast quarter of Section 14. Being of different gauge, the two railroads could not have interchange cars in Section 14. This implies that the right-of-way between that part of Section 14 and the WL&W wood extraction plant at Luther may have been dual gauge (three rails). That would have allowed waste wood from the Marthinson & White logging operation to reach the wood extraction plant. By 1887, most of the C&M had been incorporated into the M&L.

R. G. Peters had an amicable relationship with Marthinson & White. Unfortunately, a record of the amalgamation of the C&M into the M&L has not been located. The two partners bought additional timberland from Peters in January 1887, in Sections 15 and 17 of Newkirk Township (Township 19 North, Range 12 West). Undoubtedly, Marthinson & White were content to leave rail operations to the M&L and concentrate on milling lumber at Carey.

Aids, Gifts, Grants and Donations notes that in 1887, the M&L was built south to a point in Section 26 of Newkirk Township (Township 19 North, Range 12 West). Later, another extension through Carey reached even farther south, into Section 21 of Cherry Valley Township (Township 18 North, Range 12 West).

The Manistee & Grand Rapids Railroad was built to standard gauge. It was the last line to enter this region, arriving in 1896. It was sold to the Michigan East & West Railway in a foreclosure sale on 12 September 1913. The line was completely abandoned in 1918.

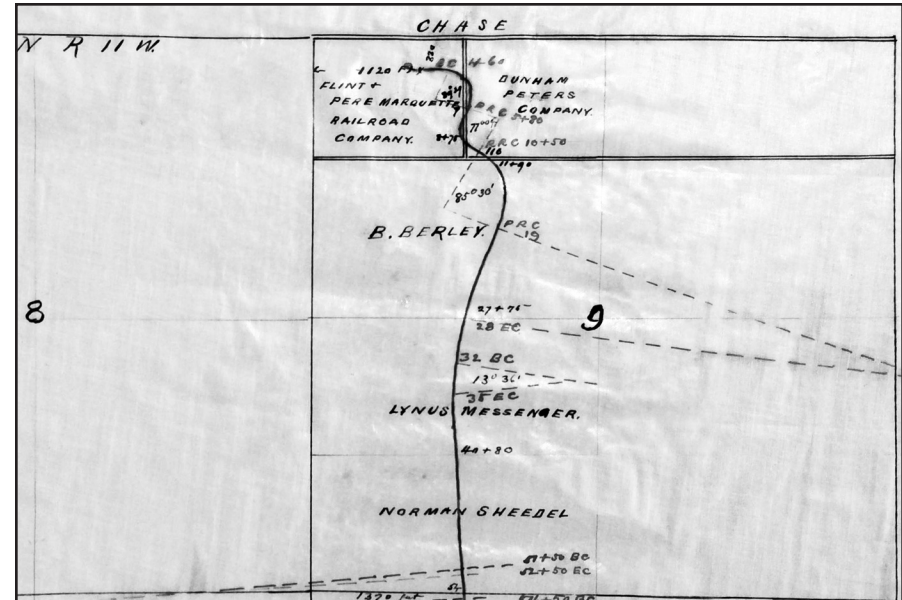
The village of Chase, in the southeast corner of Lake County, hosted a relatively large number of logging railroads in the late nineteenth century. Some of them could not be located with certainty. Figures 23-5 through 23-8, and Figure 23-10 are maps of the region around Chase. They contain information relating to some of these lines.



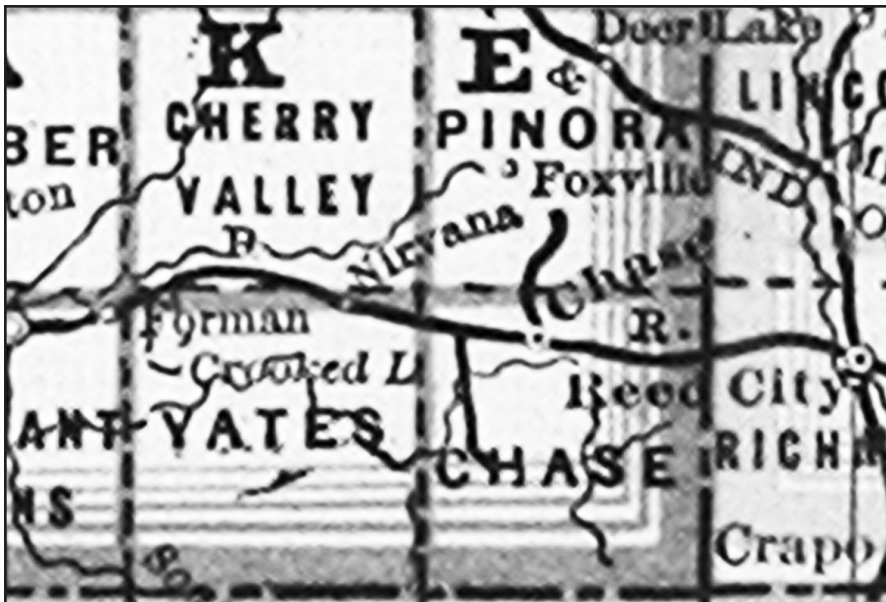




23-6 1884 Michigan RR Commission Map



23-8 1887 Survey of Michigan Northern RR



23-7 1889 Michigan RR Commission Map

Tucker railroad to be three miles in length. The line does not appear in The Official Railway List of 1888. It has not been located.

Herbert Thomas owned the second logging railroad headquartered at Chase. Twelfth Annual Review of the Lumber and Shingle Product of the Northwest locates it in Chase and Pinora Townships, with construction beginning in 1882 on a 3.5-mile track terminating at the Thomas mill. The mill site is yet to be confirmed, but may have been on land purchased in February, 1880. That property was in the northeast corner of Section 8, in Chase Township. The Thomas railroad took delivery of a new Shay locomotive in October of 1882. The 12 May 1883 *Northwestern Lumberman* reports that the line began at the Flint & Pere Marquette Railroad (F&PM) and proceeded north into Pinora Township. The railroad visible in Figure 23-5, part of the 1883 map published by the Michigan Railroad Commission, includes a railroad heading northeast from Chase. That railroad is believed to represent the Thomas line. About 1885, this railroad was sold to David Pelton, who moved it to nearby Nirvana.

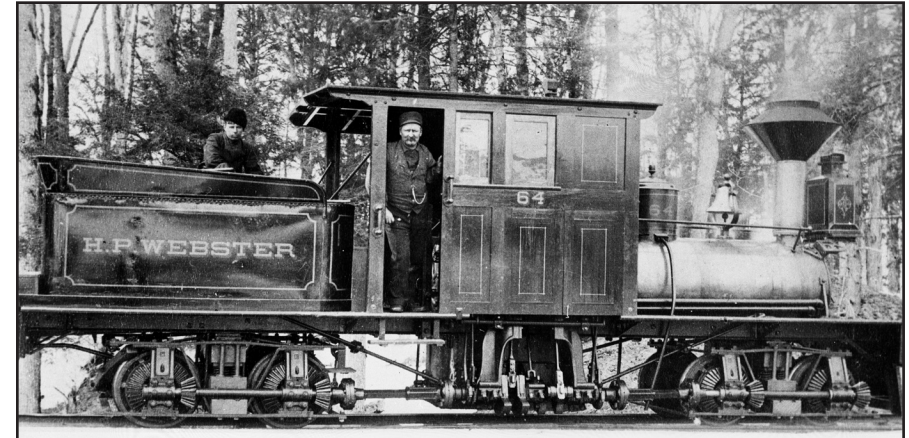
Also in 1882, Dunham, Peters & Company built a five-mile line at Chase. The business was named for William Dunham of Grand

Rapids and Richard G. Peters of Manistee. By 1883, the company operated a sawmill at the village of Chase. A 15-ton Shay locomotive provided motive power for the railroad, which extended south from the F&PM. The line eventually reached as far as Section 32 of Chase Township. A September 1886 deed records the purchase of a right-of-way, for the purpose of a logging railroad, across the northwest quarter of the northwest quarter of Section 20, in the same township. This right-of-way was bought in anticipation of the emergence of another railway, the Michigan Northern Railroad (MN), which was incorporated 27 August 1887.

Figure 23-8, courtesy of the Archives of Michigan, is part of a 2 November 1887 map of the MN. Starting at Chase, it was intended to traverse Lake County, pass through Lilly Junction in Newaygo County, and terminate at Hart in Oceana County. Arthur Meigs, of Grand Rapids, was the principal stockholder, with Dunham and Peters owning just a tiny fraction of the corporation. There is no evidence that any of this line was actually built, other than that already constructed by Dunham & Peters near Chase. The 1892 edition of Poor's Directory of Railway Officials records that the railroad of Dunham & Peters was still operating.

The fourth Chase railroad mentioned in Twelfth Annual Review of the Lumber and Shingle Product of the Northwest was owned by Jacob A. Haak. Haak ran a sawmill there as early as 1877; he began operating a three-mile logging railroad in 1884. Its location was north of the village. Using a six-ton Lima Shay locomotive, logs were dumped in a mill pond created by damming the headwaters of the Middle Branch of the Pere Marquette River. Knowing where Haak bought timberland gives a clue about the location of his railroad. These parcels were in the northeast quarter of Section 28, the east half of Section 32, and the southeast quarter of Section 35, all in Pinora Township. Haak's railroad was no longer operating in 1887. A few years later, Haak participated with J. H. Haak in the management of Haak's mill, north of Luther. That facility finished up available timber in 1901. See Chapter 14 for a description of Jacob A. Haak's subsequent logging operation at Haakwood, in Cheboygan County.

Prior to 1884, Chase was the origin of two other railroads. Seaman & Webster operated there in 1881, using a 36-inch gauge Shay locomotive. A photograph of this engine, named the H. P. Webster, is presented in Figure 23-9. It is from the Claude Stoner Collection at the Bentley Historical Library. The Seaman & Webster railroad is mentioned for the last time in the 16 June 1883 *Northwestern*



23-9 Seaman & Webster Engine #64

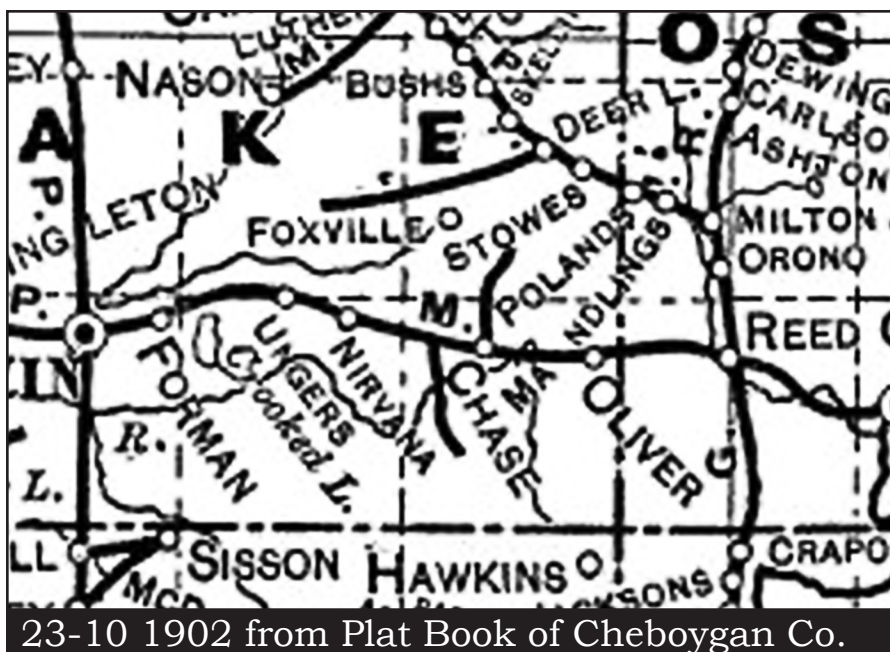
*Lumberman*. Unfortunately, the company did not record any deeds for purchase of timberland.

Milton J. Bond, who also logged in Wexford and Montcalm Counties, owned a 36-inch gauge logging railroad at Chase. Bond was using a Shay locomotive (Construction # 45) in 1882. The line was still active in the spring of 1884, when the 3 May *Northwestern Lumberman* reports two of his employees were injured in an accident near Chase. Remarkably, there were no Lake County deeds for timberland with Bond as grantee. His railroad was absent from Twelfth Annual Review of the Lumber and Shingle Product of the Northwest. This is explained by the fact that in 1885, Bond bought the Armistead Lumber Company in Mississippi, and its railroad. His Shay locomotive was moved from Chase to Mississippi.

The Official Railway List of 1888 indicates that Bond's only railroad in Michigan was six miles in length; it was in Montcalm County. Bond's right-of-way at Chase, or the one used by Seaman & Webster, may have become the Jacob A. Haak railway in 1884.

Figure 23-10 demonstrates a railroad grade heading south from the Pere Marquette Railroad (successor to the F&PM) approximately one mile west of Chase. Ownership of this grade has not been determined.





When construction of a portion of the Star Lake Branch of the F&PM began in 1891, extensive use was made of Danaher & Melendy rights-of-way in Sections 29, 31, 32, and 33 of Pleasant Plains Township.

### Railroads at Deer Lake

The major logging railroad at Deer Lake was known informally as the Deer Lake Logging Road. It was a standard gauge line used primarily to harvest timberland owned by the Osterhout & Fox Lumber Company of Grand Rapids. During 1878 and 1879, Osterhout & Fox bought a large amount of pineland in Lake County. On 2 June 1880, they purchased a railroad right-of-way between Milton Junction on the GR&I mainline in Osceola County, and Deer Lake, in Pinora Township of Lake County. That same year, the lumber company contracted with Thomas Byrne of Muskegon to build and operate a logging railroad at Deer Lake. Possibly it was intended that Byrne would also build a railroad upon the right-of-way between Deer Lake and Milton Junction. But Byrne died in 1881, leaving the executor of his estate, George Hume, to operate the Deer Lake Logging Road. Then, no later than 1882, the GR&I built some of its Manistee Branch over the Osterhout & Fox right-of-way between Milton Junction and Deer Lake. In addition, the GR&I began operating another branch line, its Deer Lake Branch (which was distinct from the Deer Lake Logging Road), during 1883. The Deer Lake Branch arose from the Manistee Branch at Deer Lake and travelled 6.96 miles southwest to Pelton, which shortly thereafter became known as Raiguel (and sometimes, Raignels).

The 14 Feb 1885 *Northwestern Lumberman* mentions that the Deer Lake Logging Road was 3.5 miles long and dumped logs at the Osterhout & Fox Lumber Company mill on Deer Lake. It consisted of several separate segments of track, all of which originated from the Deer Lake and Manistee Branches of the GR&I. The line appears in *The Official Railway List: A Complete Directory* in 1888, but is absent from the 1890 edition of *Poor's Directory of Railway Officials*.

The Hall & Manning Railroad was another logging line based at Deer Lake. It is described in the 12 February 1887 *Northwestern Lumberman*. Dumping at the owners' mill at Deer Lake, it was three miles long, using 42-inch gauge wooden rails at that time. The railroad is also mentioned in the 1890 *Poor's Directory of Railway Officials*. It did not appear in the 1892 edition of the same publication. Figure 23-11 shows the company's Shay locomotive.

### Danaher & Melendy Lumber Company

Patrick M. Danaher and David A. Melendy founded the Danaher & Melendy Lumber Company of Ludington. It was associated with several logging railroads which operated in Lake County. *Michigan's Logging Railroad Era, 1850-1963* reports that the company owned a four-mile, 48-inch gauge logging line as early as 1878. Its location is unknown. Construction of a new, 36-inch gauge railroad began in 1882. It terminated at a log dump on the Pere Marquette River, in Section 18 of Pleasant Plains Township. This second line stretched south along what is now Danaher Creek. By 1884, it was seven miles long and had entered Nawaygo County. Various publications repeat the length of seventeen miles in 1887, 1888, and 1890. Harvesting of the company's timber was probably just about finished by 1890, for in 1888 Danaher & Melendy commenced construction of another logging road, the North Branch & Sauble River Railroad. That line is described in Chapter 26, devoted to Mason County. It terminated on the Pere Marquette River near Walhalla, but some branches reached into the western part of Lake County.



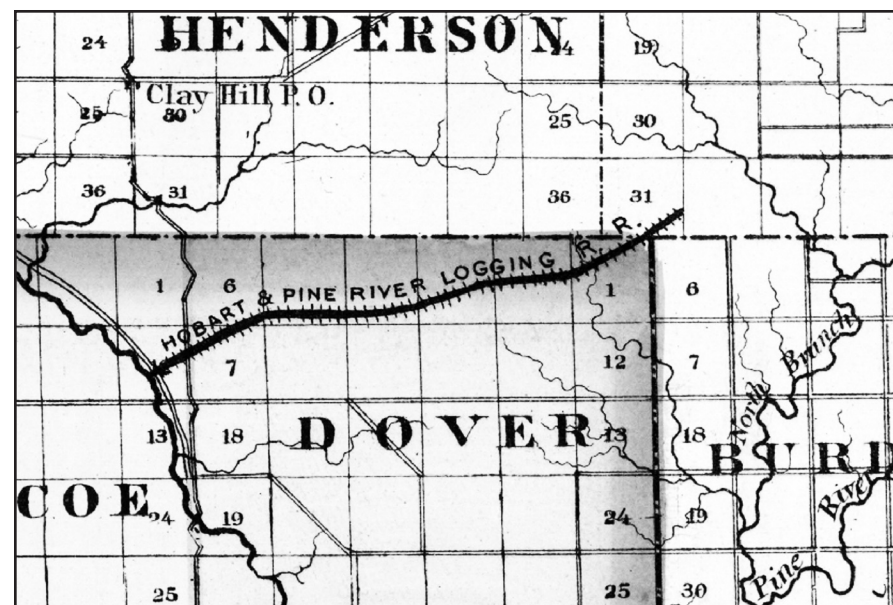
23-11 Hall & Manning's Shay Locomotive

The image is courtesy of the Claude Stoner Collection at the Bentley Historical Library. Deed records did not provide a precise location for this line.

### Hobart & Manistee River Railroad

The Hobart & Manistee River Railroad (HO&MR) was built by John Canfield. He used it to harvest timber in Wexford, Osceola, and Lake Counties. Although the line at times was called the Hobart & South Branch Railroad, and also the Hobart & Pine River Railroad, it was incorporated 11 July 1879 as the Hobart & Manistee River Railroad. Hobart, in Wexford County, was originally planned as the eastern terminal. That village was a station on the GR&I mainline. The western terminal was a log dump on the South Branch of the Manistee River, which was sometimes called the Pine River. From the dump, logs were floated to the Canfield mills in Manistee.

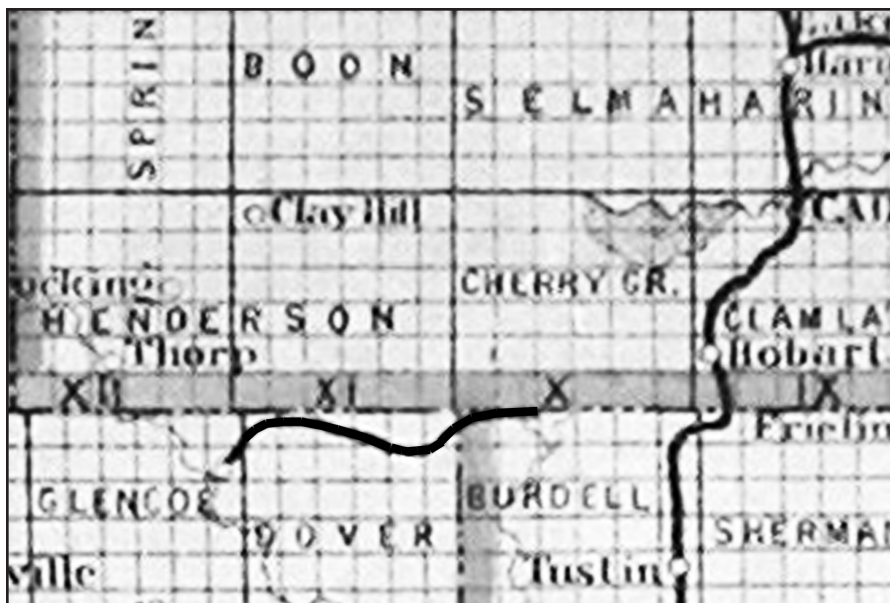
This 36-inch gauge railroad began transporting logs over a 9.2 mile mainline on 1 September 1879. Articles in several lumber trade journals make it clear that the line never actually entered Hobart. During construction, all materials and rolling stock were dragged five



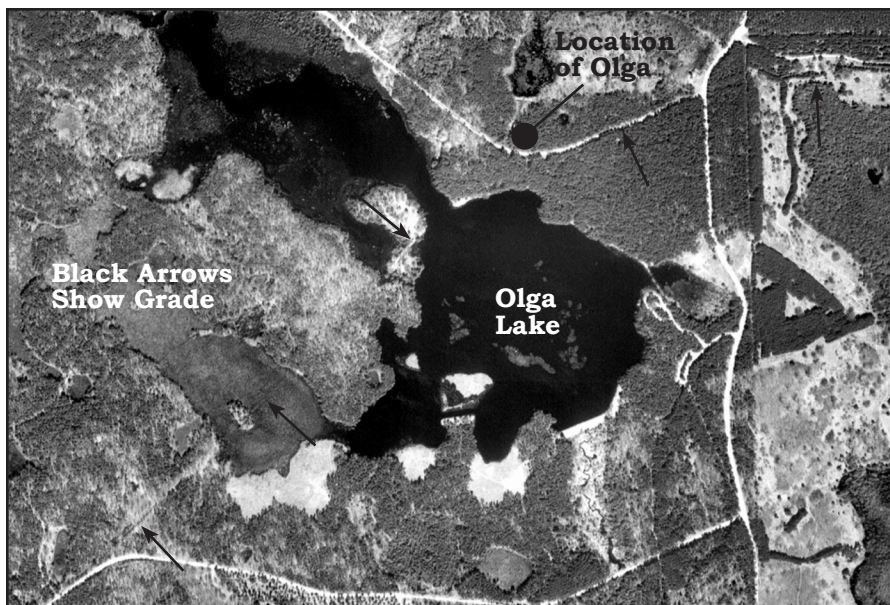
23-12 1884 HO&MR from Tackabury's Atlas

miles through the woods, from Hobart to the actual east end of the functioning mainline. That point, in Osceola County, was located in Section 5 of Burdell Township. A precise survey of the railroad was recorded 29 January 1880. It is preserved in Osceola County Deed Book #19, pages 285 and 286. At that time, the total length of the railroad was precisely 9 miles, 60 rods, and 14 feet. Two 1884 maps represent the location of the HO&MR in a general way. Figure 23-12 is part of the map of Lake County published in *Tackabury's Atlas of the State of Michigan*, while 23-13 comes from the 1884 *Railroad Map of Michigan*, prepared for the Commissioner of Railroads. In the northeast corner of Lake County, the mainline passed through the place that would later become Olga. A trace of the old grade is visible in Figure 23-14, part of a 1992 aerial photograph of Section 1, in Lake County's Dover Township. Black arrows identify remnants of the HO&MR grade. Twenty miles of track were in operation in 1885 and 1886. Figure 23-15 is a circa 1880 view of the camp at the western terminal of the railroad, on the South Branch of the Manistee River. The image is courtesy of the Claude Stoner Collection at the Bentley Historical Library.





23-13 1884 Railroad Map of Michigan



23-14 1992 Path of HO&MR near Olga Lake

Michigan Railroads & Railroad Companies notes that the entire line was abandoned in 1890. But in 1885, some of the Osceola County grade of the H&MR, in Sections 5 and 6 of Burdell Township, must have been acquired by the GR&I. It was rebuilt to standard gauge and, in 1887, became part of the GR&I's Olga Branch. In 1892, the Osceola, Lake & Wexford Railroad reused the old H&MR right-of-way in Sections 4 and 5 of Lake County's Dover Township, when constructing its line from Olga to Hoxeyville.

### Lake County Railroad

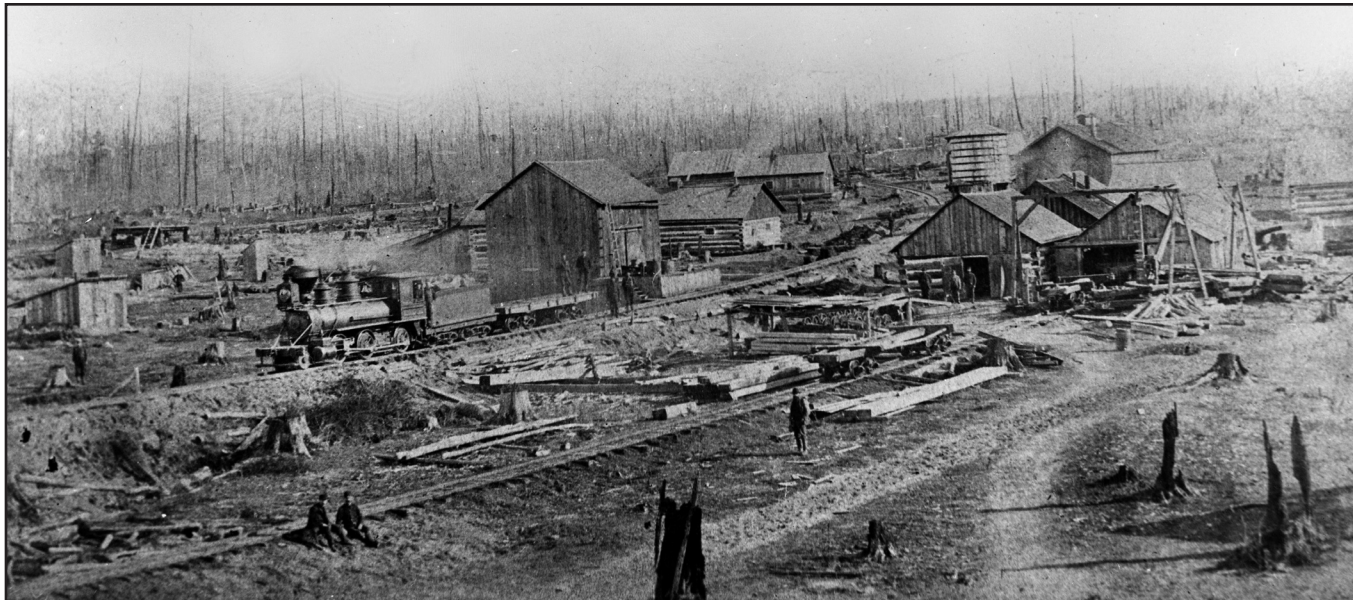
The Lake County Railroad (LC) was a standard gauge line formed 28 June 1880; Thomas R. Lyon, of Ludington, was president. Originally, it was planned that the railroad would be used to harvest timberland in the estate of Eber Ward. Eventually, Lyon bought most of those properties for his own personal portfolio. Articles of Incorporation called for one terminal at Elk, in the northwest quarter of Section 29, in Sweetwater Township. Elk was the railroad's log dump on the Pere Marquette River. Another terminal was in Section 20 of Peacock Township. A branch line was to begin in the southwest quarter of Section 5, in Sweetwater Township, and run to a point in Section 26 of Mason County's Sheridan Township. Figure 23-16 demonstrates the location of the railroad in Henry Stebbins' 1884 *Railroads Lower Peninsula Michigan*, courtesy of the Grand Rapids Public Library. The origin of the mainline is visible between Stearns and Branch; the mainline crossed the F&PM just north of the log dump. Figure 23-17 is a circa 1891 photograph of LC engine #4 at the diamond shared with the F&PM. It comes from the Claude Stoner Collection at the Bentley Historical Library.

The 1894 Annual Report of the Commissioner of Railroads of the State of Michigan further clarifies its route, revealing that in Lake County, the LC crossed the Manistee & Grand Rapids Railroad in Section 17 of Sauble Township, and Danaher & Melendy's North Branch & Sauble River Railroad in Section 29 of the same township. No longer did it cross the F&PM, suggesting that logs were being sent directly to Ludington by rail. The LC did not appear in the 1896 annual report.

### Lake Train Railway

Articles of Association were signed for the Lake Train Railway 8 April 1875. James Roxburgh was the principal owner. The 2.5-mile line was to commence at Forman's mill and terminate at Forman





23-15 Circa 1880 View of HO&MR Camp on S. Branch of Manistee River



23-16 1884 RRs Lower Peninsula Michigan

Station, on the F&PM mainline. Forman Station was said to be located in the east half of the northeast quarter of Section 1, in Pleasant Plains Township. Forman's mill was sited at the junction of the Middle Branch of the Pere Marquette River and Bloody Creek, in the southwest quarter of Section 18, in Yates (now Cherry Valley) Township.

#### **Marlborough Railroad Company**

The Marlborough Railroad Company had a short history. Early in the 20<sup>th</sup> century, the Great Northern Portland Cement Company planned to obtain raw material from a marl deposit in Section 14 of Pleasant Plains Township. Figure 23-18, from a 1900 land ownership map of Lake County, shows the facility proposed by the company. Incorporated 13 July 1906, the Marlborough Railroad Company was controlled by the Pere Marquette Railroad (PM) and shortly was conveyed, outright, to that line. It was to supply rail service from a point on the PM mainline called Marlborough Junction. Unfortunately, the cement plant closed about 1908, eliminating the need for this one-mile right-of-way.





23-17 Circa 1891 LC Engine #4 at the Crossing of the F&PM near the West Border of Lake County





Daniel McCoy resided in Cadillac and was a member of the firm of McCoy & Ayer. Cyclopedia of Michigan: Historical and Biographical explains his logging activity in Lake County. “Early in 1883, Mr. McCoy purchased individually a large tract of pineland in Lake County, and built a mill at Totten. In May, of the same year, the firm of McCoy & Ayer was dissolved, and Mr. McCoy removed to Grand Rapids, from which point he directs his extensive interests. In 1888 he purchased another tract of standing timber in the same county, and removed his mill from Totten to Raiguel, and considerably enlarged it, putting in new machinery . . .”

McCoy's railroad at Totten used a Shay locomotive of 36-inch gauge. The 1890 edition of Poor's Directory of Railway Officials reports that McCoy operated two locomotives of the same gauge on four miles of railroad in Lake County. While some of this track fed into his mill at Raiguel, he might also have been using one of these engines on spurs connected to the M&L, northwest of Luther. Those particular rails would have been on properties purchased late in 1887, in Sections 3, 5, and 9 of Newkirk Township (Township 19 North, Range 12 West). Grades in those sections have not been located.



The Paris & Pere Marquette River Railroad (P&PMR) was organized 15 June 1882. Its charter called for the origin of this 37-inch gauge line at Paris, in Mecosta County's Green Township, and a western terminal in Newaygo County, on the west line of Section 2, in Home Township. Length was to be twelve miles.

The 1885 Annual Report of the Commissioner of Railroads of the State of Michigan notes that the line had grown to sixteen miles; it had terminals at “Upper Paris,” and in Section 31 of Lake County’s Chase Township. Along The Tracks locates Upper Paris in Section 10 of Mecosta County’s Green Township. The terminal in Lake County had been so designated since 19 July 1884. The 1885 annual report also locates an intermediary point, along the railroad, in Section 19 of Newaygo County’s Barton Township. The P&PM crossed the logging railroad of S. H. Baird at Baird’s mill, in Section 19. At the time, Baird was operating the railroad of the Rumsey Lumber Company, which dumped logs into Whipple Lake, at Baird’s mill. Figure 23-19 is part of Page’s 1885 *Michigan*; it gives a general impression the P&PM location that year.



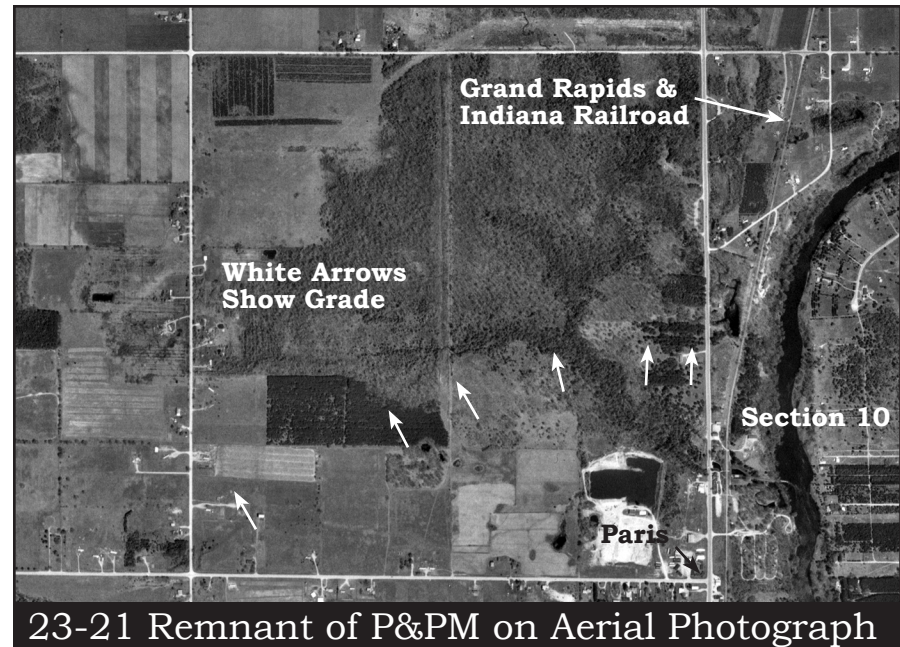
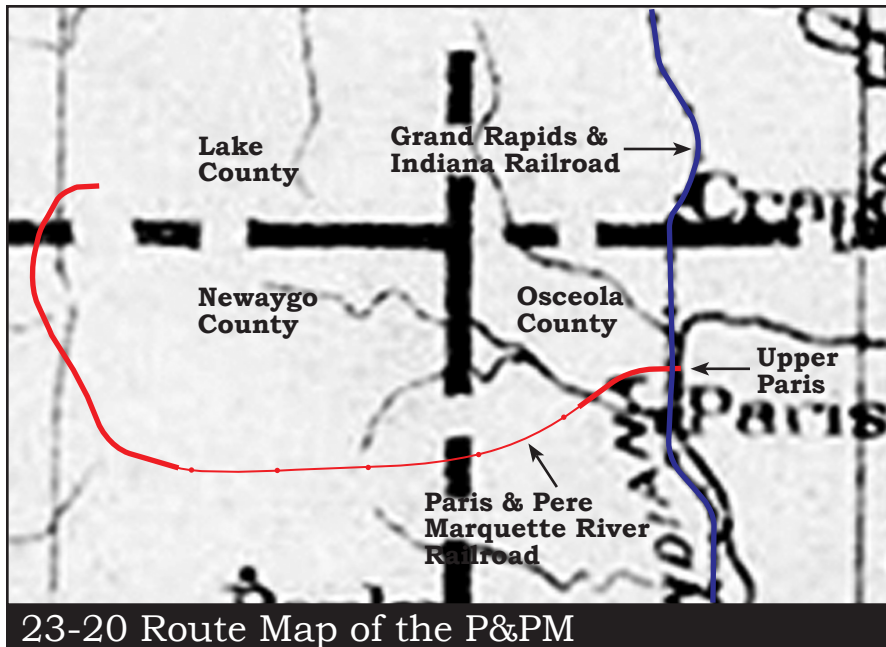


Figure 23-20 also maps the P&PM. The central part of the line could not be precisely located, for it passed through land that has been farmed intensely, obscuring old grades. At Upper Paris, along the Muskegon River, Michigan Railroad Lines helps to pinpoint the grade. It crossed the GR&I 1.2 miles north of Paris Station. Immediately east of the crossing was the eastern terminal, a log dump on the Muskegon River. The crossing was likely at a right angle, since the two railroads were of different gauge. Figure 23-21 locates a faint remnant of the P&PM, west of the GR&I; the P&PM is demonstrated with several black arrows.

After the region it served was logged out, the P&PM was removed in 1889.

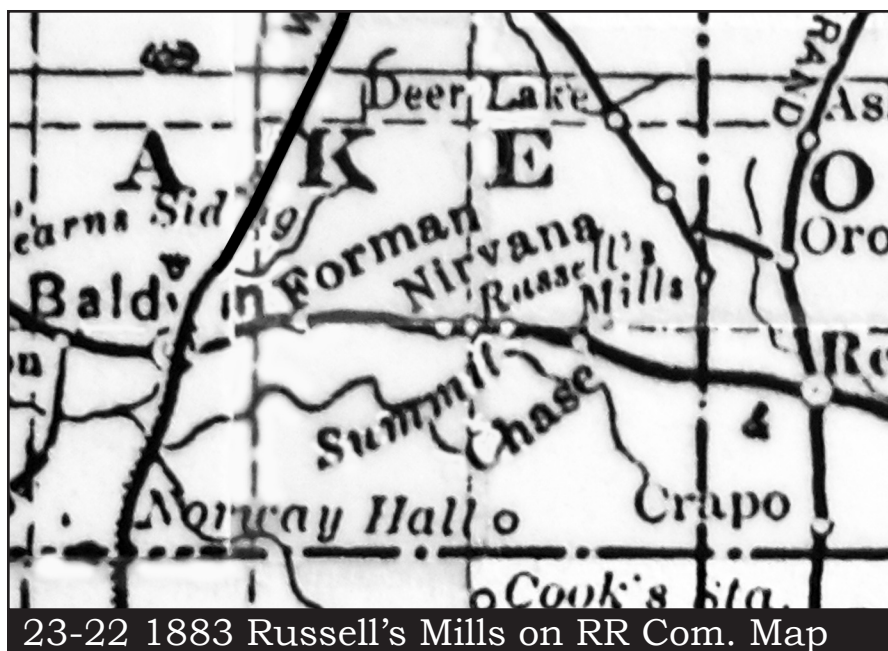
### David Pelton Railroad

The 24 October 1885 *Northwestern Lumberman* reports that David C. Pelton had purchased the Herbert Thomas logging railroad at Chase, and moved it to a new location, just north of Nirvana. There, Pelton constructed a four-mile, 42-inch gauge logging line which terminated at his Nirvana mill. The story of this railroad would be incomplete

without mentioning the apparent close relationship between Pelton and William H. Raiguel of Grand Rapids.

Much of the timberland harvested by Pelton belonged to Raiguel. Both men acquired parcels of land in the region north of Nirvana in 1883 and 1884. Initially, when the Deer Lake Branch of the GR&I was built, the right-of-way for the branch was purchased from Raiguel. The Deer Lake Branch passed through the south half of Section 24, in Cherry Valley Township (Township 18 North, Range 12 West). The western terminal for the Deer Lake Branch, in the southwest corner of that same section, was first called Pelton, implying that the GR&I anticipated doing business there with Pelton. However, Pelton built a narrow gauge line and thus, he could not have interchange cars with the GR&I at Pelton. Furthermore, there is no evidence that the Pelton railroad reached any place near the western terminal of the Deer Lake Branch. Perhaps that's why the GR&I changed the name of that terminal to Rajuel, which was a misspelling of William H. Raiguel's name.

The Pelton railroad was still operating when the 1890 Poor's Directory of Railway Officials was published. It is absent from the 1892 edition of the directory.



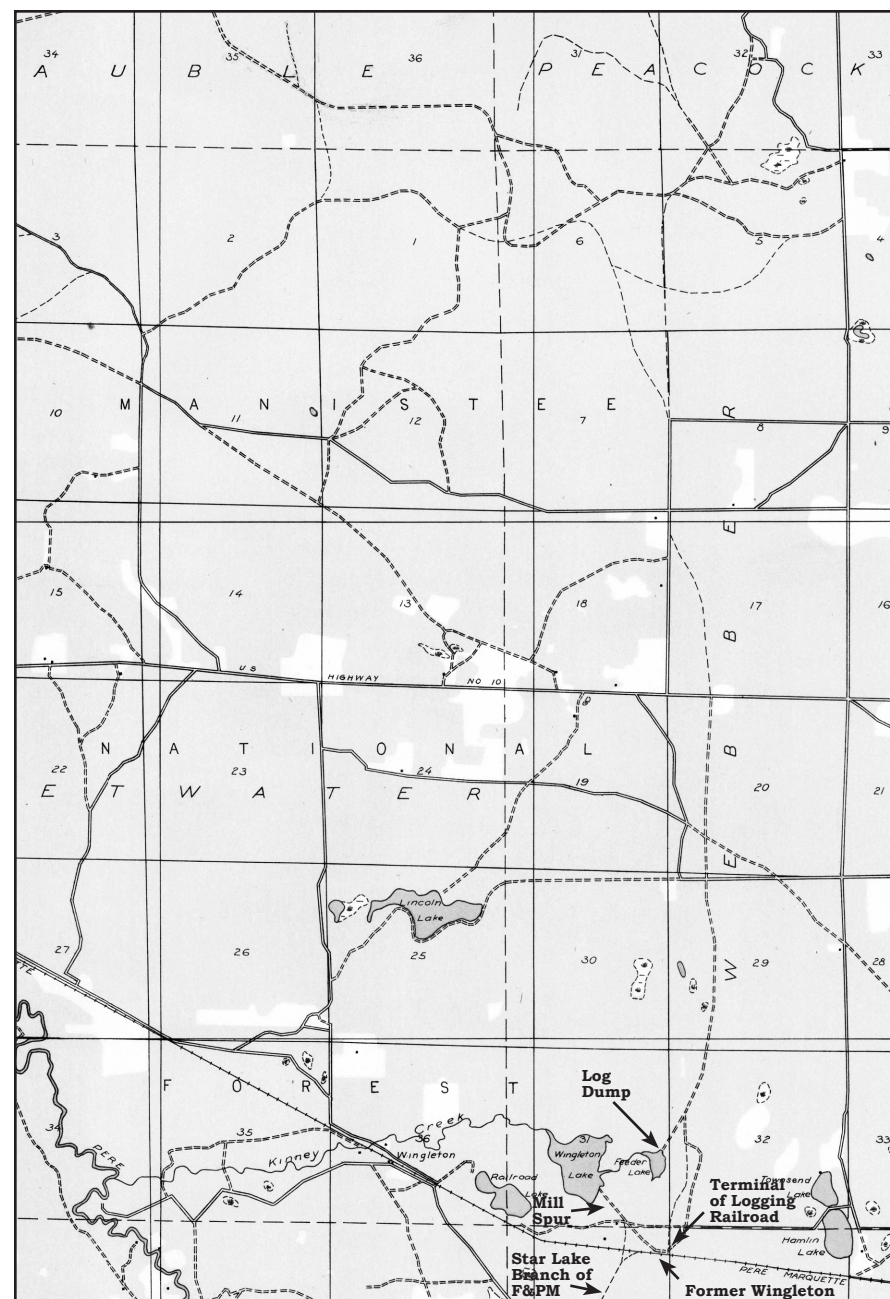
23-22 1883 Russell's Mills on RR Com. Map

### H. D. Russell Railroad

Michigan's Logging Railroad Era, 1850-1963 contains the only citation I could find for a railroad operated by H. D. Russell. Referencing the 8 January 1879 *Cedar Springs Clipper*, Russell is said to have operated a mill and a branch railroad in Lake County. The mill probably was at a place along the F&PM called Russell's Mills. Figure 23-22 is part of the 1883 map *Michigan*, prepared for the Michigan Commissioner of Immigration. Russell's Mills appears to have been on the border between Chase and Cherry Valley Townships. The 1987 USGS map of Chase Quadrangle suggests the possible right-of-way that is displayed on page 145.

### S. S. Wilhelm & Brothers Railroad

A Lake County logging railroad belonging to S. S. Wilhelm & Brothers is mentioned in Michigan's Logging Railroad Era, 1850-1963. Unfortunately, the information supplied does not give a clear description of the line. The firm took possession of an early Shay locomotive 20 April 1882 at "Highland Station, Michigan." Although a Highland Station did exist along the F&PM, it was in Highland



23-23 1931 USGS Map of Baldwin NW Quad.



Township of Oakland County. Michigan Railroad Commission maps from the early 1880s fail to show either Highland or a Highland Station in Lake County. Michigan's Logging Railroad Era, 1850-1963 also cites an article in the 30 January 1883 *Grand Rapids Eagle*, but the article could not be found when that issue was examined. The cited item implies that a locomotive belonging to S. S. Wilhelm & Brothers had blown up, six miles west of Chase. That would place the explosion in approximately Section 4 of Cherry Valley Township (Township 17 North, Range 12 West). A 1998 aerial photograph of that area does show what appears to be a railroad grade heading southeast from the F&PM grade, near the east line of Section 4. If indeed this was the Wilhelm railroad, then the disaster may have put it out of business. The line did not appear in Twelfth Annual Review of the Lumber and Shingle Product of the Northwest, which used data gathered in 1884.

### Wingleton & Wolf Lake Railroad

The W. D. Wing Company commenced building a logging railroad on the north side of the F&PM mainline in 1883. The point of origin was west of Baldwin, at the same place where the Star Lake Branch of the F&PM headed southwest. That place became known as Wingleton. Twelfth Annual Review of the Lumber and Shingle Product of the Northwest reports that this 36-inch gauge line was nine miles long and dumped logs at the company's mill on Kinney Lake. The two lakes in the region of Wingleton have been known, since at least 1900, as Wingleton Lake (which is the source of Kinney Creek) and Feeder Lake. Some uncertainty exists as to which was formerly called Kinney Lake. Feeder Lake does not appear in the original 1837 survey of Webber Township; moreover, it cannot be found on the 1900 *Land Owners Map of Lake County*. A possible explanation might be that Feeder Lake was created by the Wing Company for use as a place to dump and sort logs; with the logs subsequently moved into Wingleton Lake (formerly known as Kinney Lake). Figure 23-23, part of the 1931 USGS Topographical Map of Baldwin Northwest Quadrangle, includes several features of interest. A remnant of the Star Lake Branch of the F&PM is visible in the bottom of the figure, and a pathway from it crosses the mainline of the F&PM, heading northwest toward Wingleton Lake, presumably being used to pick up finished lumber from Wing's mill. The logging railroad was of different gauge than the F&PM, so there was no need to have a direct connection between the two. Also visible north of the log dump, in Figure 23-23, several trails represent grades of the previous Wing railroad. Figure 23-24, courtesy of the Archives of Michigan,



comes from the 1889 survey for the extension of the Chicago & West Michigan Railroad through Lake County. The northern terminal of the logging railroad is seen to have been on the southwest side of Wolf Lake.

The 1890 edition of Poor's Directory of Railway Officials notes that the railroad operated one locomotive and six logging cars. That may have been the last year that the line existed, for the 20 September 1890 *Northwestern Lumberman* advertises that the company was selling one locomotive, twelve flat cars, and five to six miles of rails.

### Unidentified Railroads

Twelfth Annual Review of the Lumber and Shingle Product of the Northwest provides most of the information available about the railroad owned by Foster & Blackman. It states that in 1881, the line was constructed in Wilbur [Webber] Township of Lake County. Five miles in length and of 48-inch gauge, the railroad dumped logs into Baldwin Creek. Those logs were removed from the creek at a mill in Baldwin. The railroad had grown to seven miles in 1887. Baldwin Creek flows through the southeast corner of Webber Township as it

courses past Baldwin; thus, the origin of this line probably was in Section 25 or 35 of that township. However, the only Lake County deed with Foster & Blackman as grantee was for Lots 12 and 13 of Block 2, in the C&R Addition to Baldwin. Perhaps that was the site of their mill. Figure 23-25, from the Claude Stoner Collection at the Bentley Historical Library, is an image of the company's Lima Shay locomotive named H. B. Blackman. The number 60 on the front of the engine refers to its Lima construction number. This railroad's exact location has not been found.

The 4 January 1882 *Lumbermans Gazette* mentions that Brayman & Stanchfield were rebuilding the Ed Keats pole road, which had operated from the South Branch of the Pere Marquette River. This probably was Edwin Keats, a contractor who resided in Branch Township of Mason County when the 1880 US census was taken. The same census located both Marshal Brayman, a grocer, and

Oliver Stanchfield, a lumberman, at Ludington. Stanchfield owned a sawmill on Pere Marquette Lake in Ludington. He also bought timberland in Sections 6, 7, and 31 of Lake Township, in Lake County. Although the pole road probably passed through some of those parcels, it has not been pinpointed.

The location of a tram road operated by Stearns & Dolan has not been discovered. The tram appears in Michigan's Logging Railroad Era, 1850-1963 as two citations from *Lumbermans Gazette*. The 31 October 1883 issue notes that 130,000 board-feet of logs were being transported by the partners every day. The 5 March 1884 edition says that logs were going to Danaher & Melendy. No deeds were filed in Lake County with Stearns & Dolan as grantee. It is not clear if the partner named Stearns was Justus Smith Stearns of Ludington. Dolan may have been the James Dolan who, in 1880, worked in a Ludington sawmill.



23-25 Foster & Blackman's Engine, the H. B. Blackman





# Leelanau County

## Empire Lumber Company

Thomas Wilce founded the T. Wilce Company of Chicago in 1873. Although the organization began in the general lumber business, it grew to be a major manufacturer of hardwood flooring. T. Wilce Company bought the Potter & Struthers mill at Empire in 1887 and began operating it as the Empire Lumber Company. That company started building the Empire & Southeastern Railroad in December 1891. The line eventually interchanged cars in Benzie County with the Manistee & Northeastern Railroad at Empire Junction, having reached that point in September of 1900. The railroad provided daily passenger service from Empire to Empire Junction. A branch line to the east, in Benzie County, was used solely for logging. It ran from the mainline at Osborn (Jacktown), to Pearl Lake. Installed prior to 1906, it was abandoned in December 1916.

The mill at Empire burned in 1906 and was reconstructed, only to burn again in 1917. By that time, the supply of local timber was depleted and the mill was not rebuilt. The railroad continued to operate until 1921, when it was removed.

## Glen Arbor Lumber Company

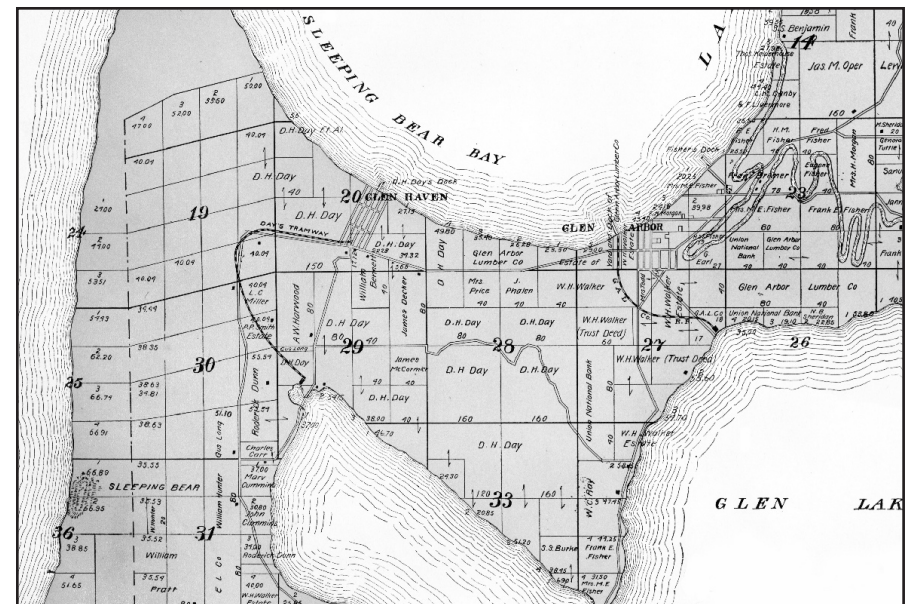
The Glen Arbor Lumber Company was established in 1887. John O. Nessen was a major investor in the company. It operated sawmills at Glen Arbor and on the south shore of Big Glen Lake, at Burdickville. A short, narrow gauge railroad ran between Glen Arbor and the northwest shore of Big Glen Lake. The line is visible in Figure 24-1, which is part of the 1900 *Atlas of Leelanau County*. An 0-4-0 H. K. Porter locomotive, used previously on the Port Huron & Northwestern Railway, operated on the Glen Arbor Railroad. In 1907, when the Glen Arbor mill was torn down, the engine was sold to the D. H. Day Lumber Company for use on the Glen Haven Railroad.

## Glen Haven Railroad

The Glen Haven Railroad originated as a 2.5-mile, horse-drawn tram road operated by the Northern Transportation Company (NTC).

It was used to move firewood, which fueled the transportation company's fleet of Great Lakes steam ships. The northern end of the tram terminated on a long dock at Sleeping Bear Bay. The south end was located proximate to the northwest shore of Little Glen Lake.

David Henry Day came to Glen Haven in 1878 as resident agent for the NTC. In 1881, he bought most of the local assets of the NTC, including the village of Glen Haven, two steam ships, and the tram road. In 1885, Day acquired the C. C. McCartey sawmill. Constructed in 1868, the mill was situated near the south end of the tram. Logs were towed to the mill by a tugboat, the Alice J. Day. Overall, the timber enterprise was known as the D. H. Day Lumber Company.



24-1 1900 Glen Haven and Glen Arbor



The tram road followed a gentle curve around Glen Lake Swamp. It is labeled “Day’s Tramway” in Figure 24-1. By the time this map was made, the northern part of the tram had been rerouted to the south end of the company’s lumber storage area. Steel rails, purchased from J. O. Nessen’s defunct Glen Arbor Railroad, were placed on this narrow gauge right-of-way in 1907. At the same time, Day bought Nessen’s H. K. Porter locomotive and began using it on the Glen Haven Railroad.

It’s unclear when the Glen Haven Railroad was abandoned. It does not appear in Bowen’s 1916 Atlas of Michigan; the sawmill was closed and removed in 1923.

### Smith & Hull

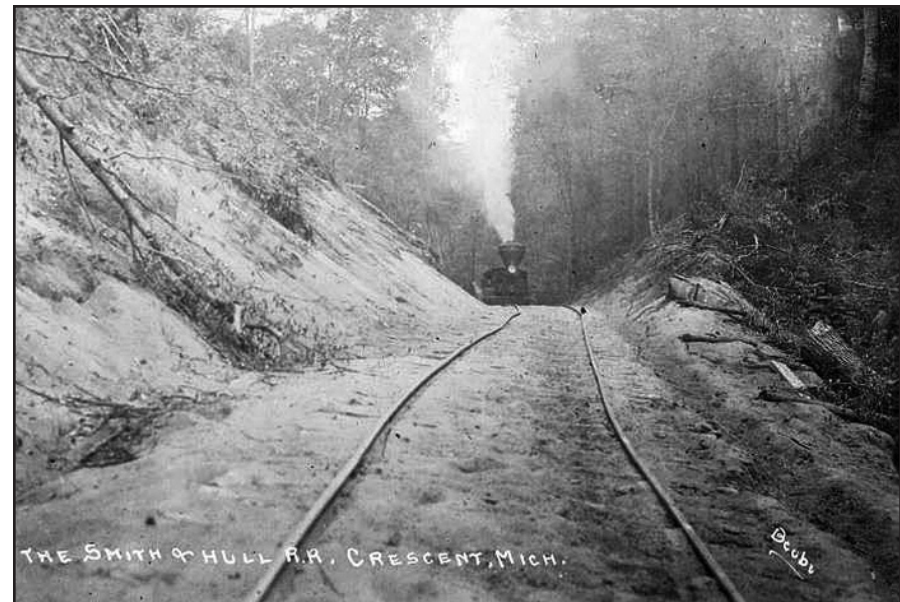
Frank H. Smith and William Cary Hull founded the Smith & Hull Lumber Company of Traverse City. Hull had previously been associated with the Oval Wood Dish Company. The earliest use of a logging railroad by Smith & Hull was at Stratford, in Missaukee County. A local historian reports that one Smith & Hull grade, at Stratford, traveled north from a point immediately east of North 13 Mile Road. In 1907, the partners acquired a used Shay locomotive, Construction #475, for their logging at Stratford. That engine was sold in 1909, suggesting that the Smith & Hull timberland there was exhausted.

Subsequently, a much larger operation was carried out on North Manitou Island, which is part of Leelanau County. In November of 1906, the partners bought several thousand acres of timberland there, on the west side of the island, from Gottlieb Patek. The future site of Crescent City was purchased from John Swenson in August 1907. A standard gauge logging railroad was constructed, with the first load of logs reaching the company’s dock at Crescent City on 12 July 1909. The photograph in Figure 24-2, courtesy of the Manitou Islands Archive, memorialized that event. The condition of the right-of-way is evident in Figure 24-3, from the same source.

The length of this line has been variously reported as six or eight miles. One source notes that it was sometimes called the Crescent & Southeastern. This is consistent with evidence of a grade leading southeast from Crescent City, into lands purchased from Patek. The railroad was dismantled in 1915 when the Smith & Hull timber was exhausted.



24-2 1909 Smith & Hull’s Shay Locomotive



24-3 Smith & Hull Grade on N. Manitou Island

# 25

## Manistee County

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### Arcadia & Betsey River Railway

The Arcadia & Betsey River Train Railway (A&BRT) was incorporated 3 April 1883 with Henry Starke as principal owner. It was to run eastward from the village of Arcadia for a distance of twenty miles, crossing the Betsie River (spelling of the railroad's name differs from that of the river). Initially, the line was narrow gauge. Figure 25-1, courtesy of the Bentley Historical Library, captures the crew of an A&BRT log train posing on a high trestle, east of Arcadia. About 1893, the A&BRT was rebuilt to standard gauge to allow interchange with other railroads. During the rebuild, the line was rerouted from Arcadia to a point approximately 0.30-mile west of Malcolm. This allowed the new right-of-way to pass through a region of uncut timber. The railroad was reincorporated 5 September 1895 as the Arcadia & Betsey River Railway (A&BR), with a projected eastern terminal at

Copemish. Construction was completed in 1895 as far east as the Chicago & West Michigan Railroad (C&WM). At that place, the A&BR built a station and called it Henry, in honor of Henry Starke. Figure 25-2, also from the Bentley Historical Library, displays A&BR Engine #1, the Henry Starke, with a west-bound excursion train halted on the C&WM diamond at Henry. Photographed from a slightly different angle in 2016, the same scene is visible in Figure 25-3. Figure 25-4 is an early twentieth century photograph of Henry Station, courtesy of the Alan Loftis collection. By then, the C&WM had been merged into the Pere Marquette Railroad. The illustration on the front cover of this atlas is an artist's rendition of the station at Henry about 1900, when the Betsey River Branch of the Manistee & Northeastern Railroad (M&NE) began serving the station there.

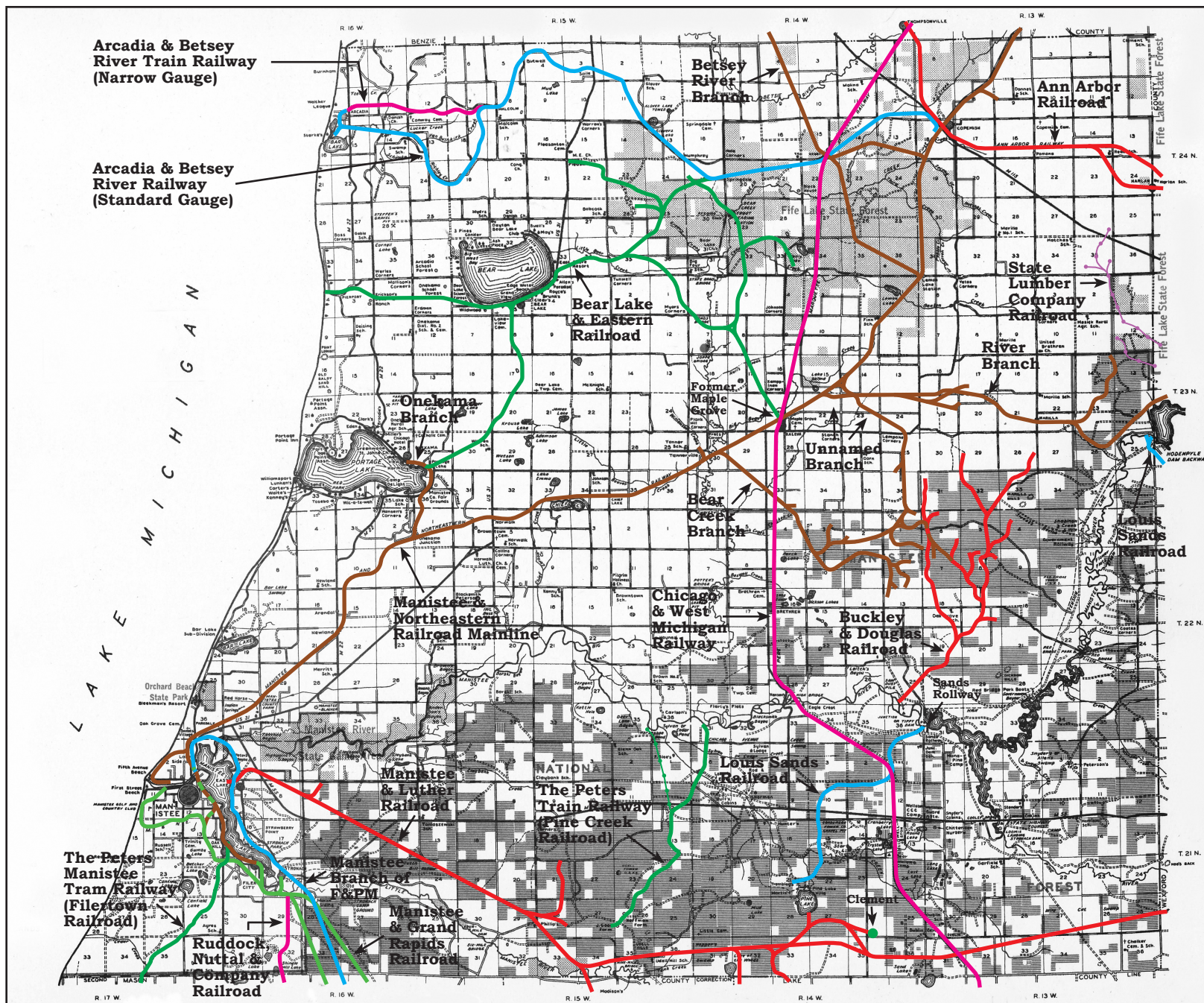


25-1 A&BRT Train on Trestle East of Arcadia



25-2 A&BR Excursion Train at Henry





Manistee County Railroads





25-3 2016 View NE on A&BR Grade at Henry



25-4 Undated View North at Henry Station

The A&BR reached Copemish in December of 1896. The historian Henry Burger informs me that the Ann Arbor Railroad played a role in securing the A&BR right-of-way between Henry and Copemish. The Interstate Commerce Commission's Valuation Report for the A&BR indicates that "The road originally extended about 4 miles beyond Henry, to Copemish, Mich. The rails and fastenings on this section were the property of The Ann Arbor Railroad Company, to which they were returned upon abandonment of the section in 1918." The precise date of that abandonment was 30 November 1918. Further reorganization of the railroad took place in September of 1928. By then, most of the traffic over the line likely related to the Arcadia Furniture Company, which needed access to the Pere Marquette Railroad at Henry. All service on the line was discontinued in 1936 and the rails were removed the following year.

#### **Bear Lake & Eastern Railroad**

The Bear Lake Train Railway was incorporated 27 November 1875. Its directors proposed to build a 5.375-mile railroad from the village of Bear Lake to Lake Michigan, at Pierport. It was a tram road, using maple rails and powered by horses. George W. and David H. Hopkins were the principle owners of the line; together, they comprised the Hopkins Manufacturing Company, located at the village of Bear Lake. After several years, the tram road was upgraded to a 36-inch gauge, steel railway. The line was reincorporated 20 January 1882 as the Bear Lake and Eastern Rail Road (BL&E). Originally, it was to be twenty miles long and stretch between Pierport and somewhere in Cleon Township, via Bear Lake. Figure 25-5 is a circa 1890 photograph of engine #1 at the Hopkins Manufacturing Company mill. It is part of the Claude Stoner Collection at the Bentley Historical Library. Figure 25-6, courtesy of the Arcadia History Museum, displays a substantial trestle constructed by the BL&E near Pierport.

Credible mapping of this railroad is almost nonexistent. Twelfth Annual Review of the Lumber and Shingle Product of the Northwest notes that the line operated in Bear Lake, Onekema, and Pleasanton Townships in 1884 and was 10.5 miles long. The 1891 edition of Poor's Manual of Railroads summarizes the track construction history for the line: 5.37 miles completed by 10 April 1882; 3.63 miles on 4 August 1884; 3.0 miles in 1885; 5.0 miles on 24 December 1886; and 1.0 mile added in 1887, resulting in a total of 18 mainline miles.





25-5 Circa 1890 Photograph of BL&E Engine #1 at the Hopkins Manufacturing Company Mill





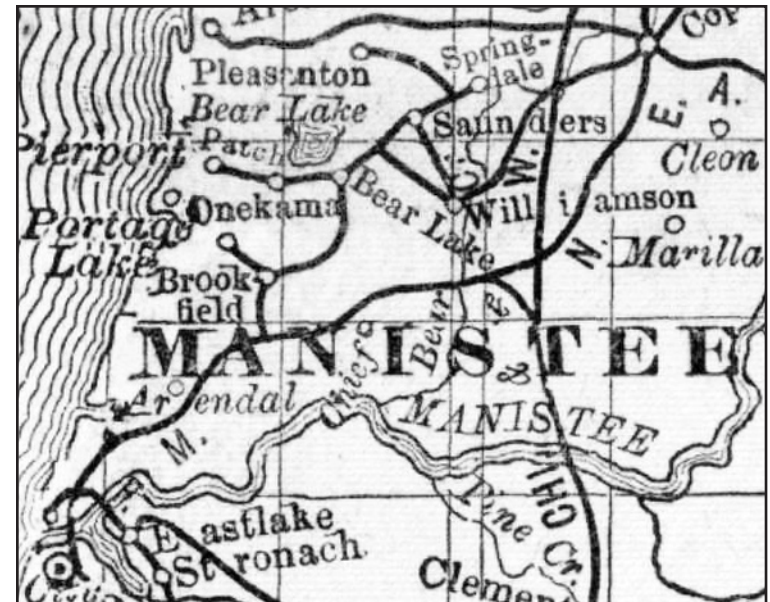
25-6 BL&E Trestle near Pierport

From 1888 to 1898, yearly editions of Annual Report of the Commissioner of Railroads of the State of Michigan indicate that Pierport and Maple Grove were the railroad's two terminals, and the mainline remained 18 miles long. Unfortunately, a precise location for the village of Maple Grove has not been determined. But Figure 25-7 suggests that it probably was at or near the place where Kaleva (formerly called Manistee Crossing) would subsequently be located. This figure comes from Rand, McNally & Company's 1888 *Michigan*. The map demonstrates some of the problems encountered when trying to interpret mapping from this era. For example, in 1888, two of the railroads that intersect at Manistee Crossing did not actually exist yet. The M&NE was not operational, there, until November of 1888, and the Chicago & West Michigan Railway did not get there until 1890. Nonetheless, the map shows "B. L. & E. R. R." with a grade extending to Manistee Crossing (which became Kaleva in January, 1900). Other branches reached Pleasanton, Springdale, and Erb.

Figure 25-8 comes from Rand, McNally & Company's 1890 *Michigan*. A branch from the village of Bear Lake to Brookfield is evident. Another visible grade, between Williamson and Copemish, was

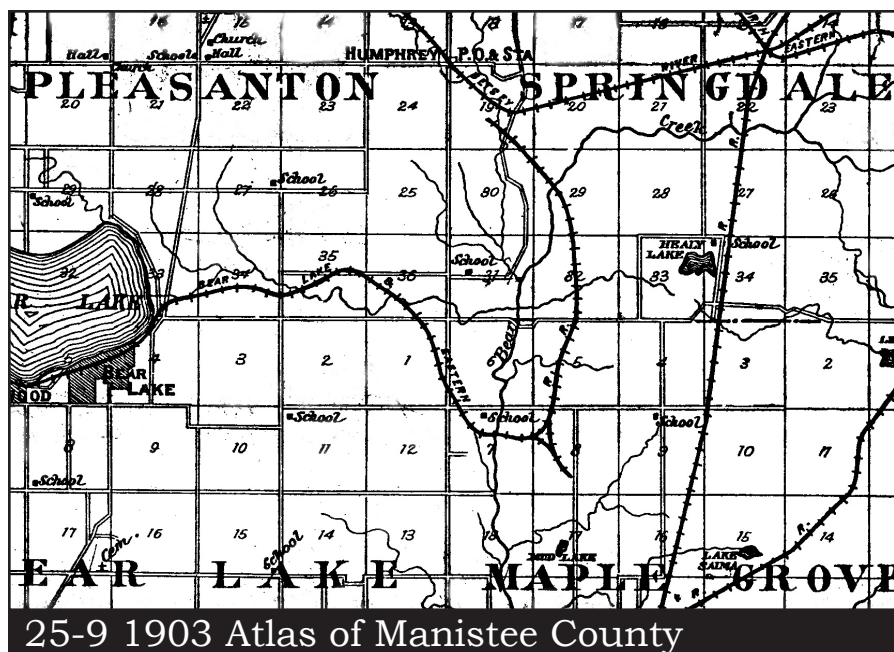


25-7 1888 BL&E at Manistee Crossing



25-8 1890 BL&E at Brookfield





almost certainly not constructed. Its presence on this map may represent a continuing interest by the BL&E in reaching Cleon Township, as stated in its 1882 incorporation.

At the end of the nineteenth century, timber was running out along the BL&E. The 1903 version of Annual Report of the Commissioner of Railroads of the State of Michigan mentions that the designated eastern terminal of the railroad had been moved to Springdale (where the A&BR had a station) in the spring of 1901. Figure 25-9 is part of the 1903 Standard Atlas of Manistee County. Most of the former grade to Maple Grove had been abandoned, with the remaining track ending in Section 8 of Maple Grove Township. However, by the time this map was published, the railroad was already gone, having been abandoned 1 September 1902.

### **Buckley & Douglas Railroad**

Several years before the M&NE was developed, Edward Buckley and William Douglas incorporated the 36-inch gauge Buckley & Douglas Railroad (B&D). Formed 20 January 1881, it was eight miles long when it began running 20 June 1881. It had grown to ten miles by

1887, when it operated 14 and 19-ton Porter locomotives. The railroad used a log dump on the Manistee River, in Section 25 of Dickson Township (Township 22 North, Range 14 West), approximately thirty miles upriver from Manistee. A major logging camp was named Camp Douglas. The crew of B&D engine #1, a Porter locomotive, poses for the camera in Figure 25-10, which comes from the Claude Stoner Collection at the Bentley Historical Library.

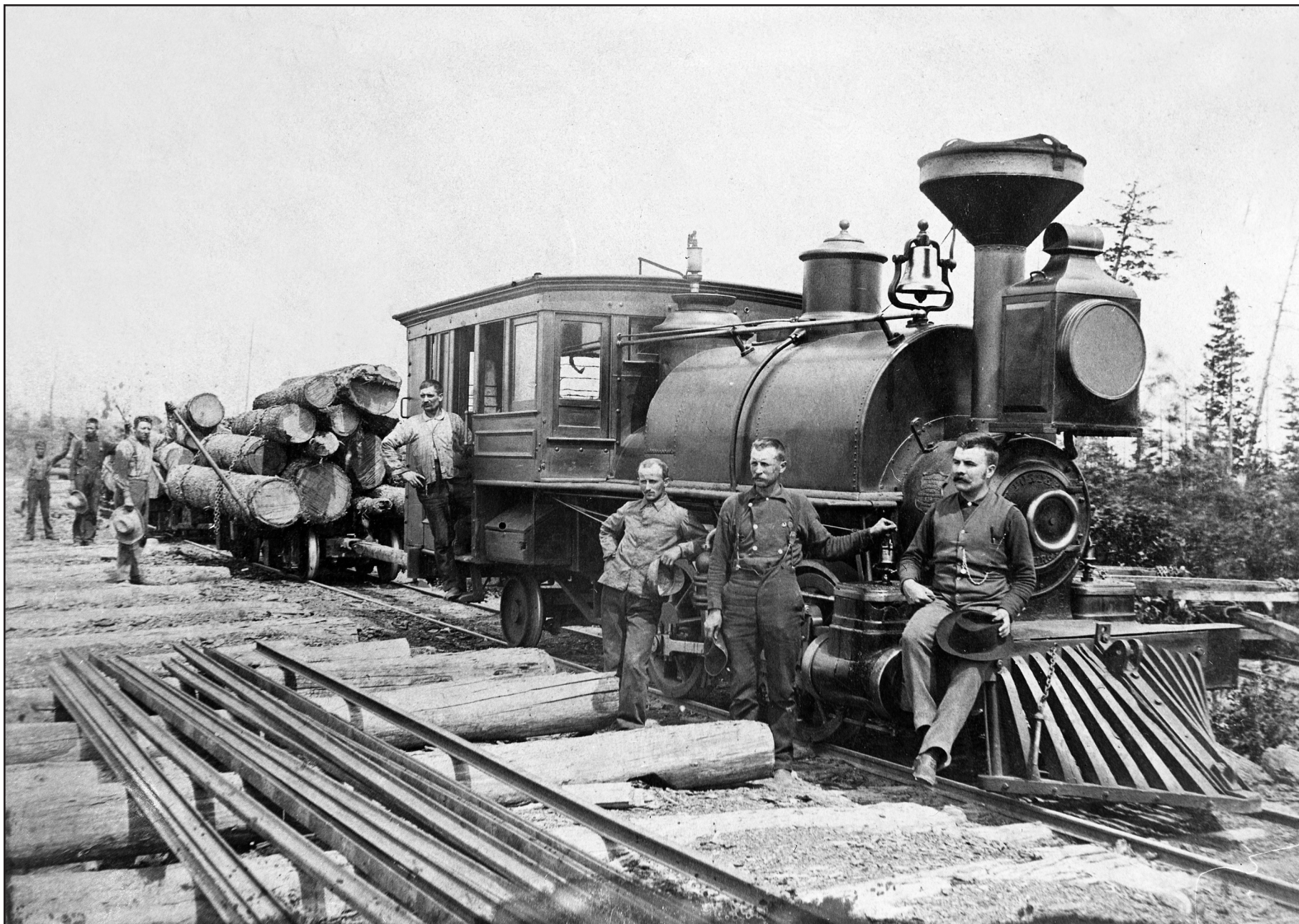
The line was abandoned in 1889. Next year, the Bear Creek Branch of the M&NE was constructed into the northern part of the territory served previously by the B&D. Because Buckley and Douglas also owned the M&NE, some of the more northerly B&D grades may have been relaid with standard gauge track, to complete logging in those area.

### **Louis Sands Salt & Lumber Company**

Louis Sands was a prominent Manistee salt and lumber manufacturer. Over a period of several years, the Louis Sands Salt & Lumber Company operated at least five segments of logging railroad. Those lines were located in Manistee, Mason, Wexford, Missaukee, and Kalkaska Counties. In 1885, Twelfth Annual Review of the Lumber and Shingle Product of the Northwest reports that in 1878, Sands began operating a 42-inch gauge logging railroad in Manistee County. The review also discloses that in 1882, the line was moved to a new location, and it had grown to five miles in 1884. The 1887 edition of Poor's Directory of Railway Officials notes that Sands owned a six-mile, 38-inch gauge railway in Manistee County; it used one locomotive and sixteen logging cars. The 1890 edition of the same directory contains the same description.

At least two log dumps used by Sands were located on the Manistee River in Manistee County. One, identified as "Sands Rollway," was in Section 31 of Dickson Township (Township 22 North, Range 13 West); it served a right-of-way that extended into the company's timber to the southwest. The other dump was in the northeast quarter of Section 25, in Marilla Township. It was the terminal for a line which stretched southeast into Wexford County. Documents have not been located which would specify dates when each dump was used. From the 1885 citation mentioned above, it seems possible that one additional grade, leading to the Manistee River, has not yet been discovered.





25-10 Crew of Buckley & Douglas Railroad's Porter Saddle-Tank Locomotive #1



A single reference to a Sands railroad in Mason County comes from the 26 December 1957 *Ludington Daily News*. It reports that an old postcard, which had been donated to a local museum, displays a picture of “Alfred Dow’s camp near the pole bridge at Millerton on Sand’s narrow gage railroad.” This may be the grade seen heading north, from Millerton, on the map of Michigan included in Ogle’s 1907 *Standard Atlas of Genesee County*.

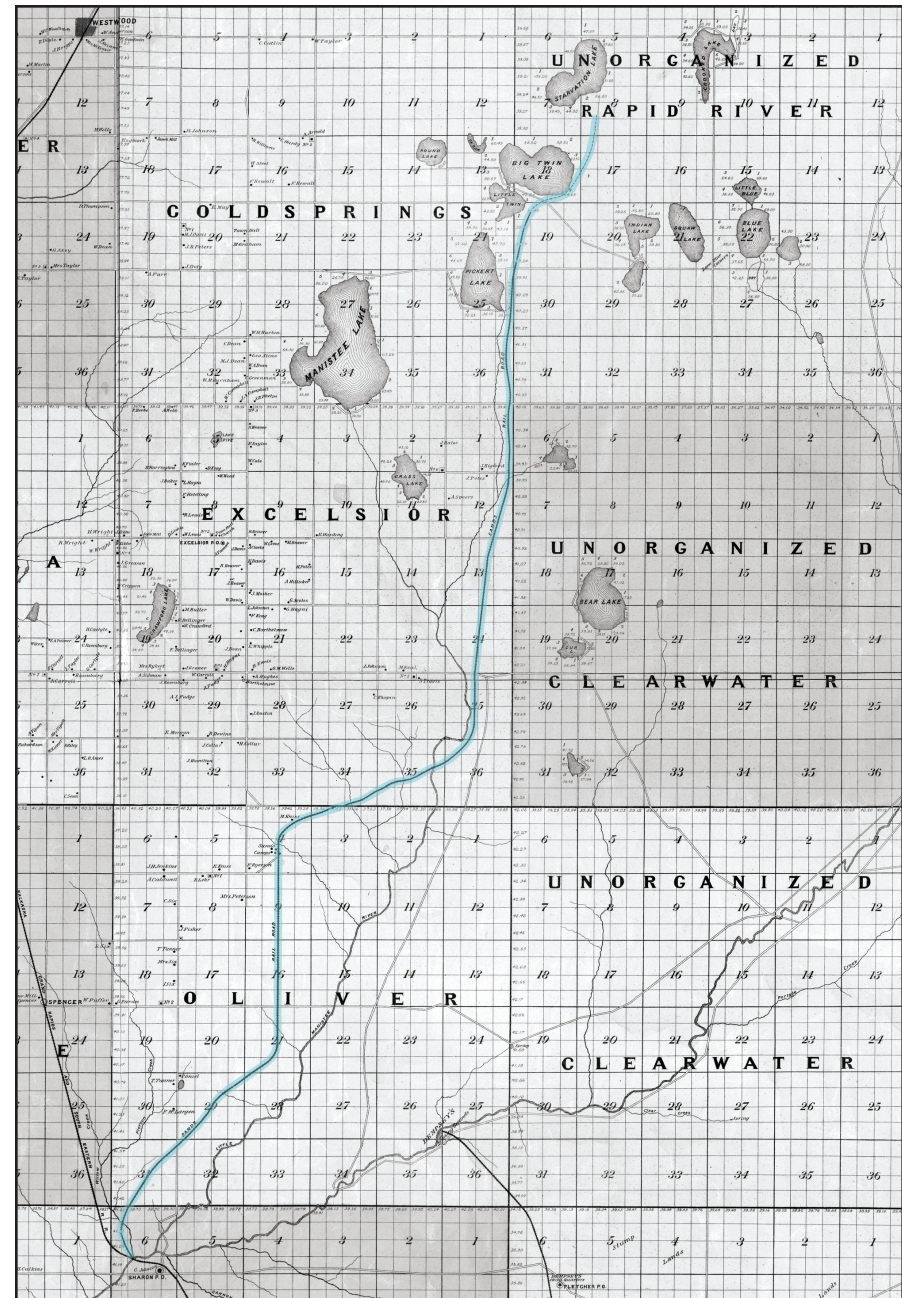
Sands’ Missaukee County logging railroad transported logs to his mill at Sandstown, approximately one mile south of Lake City. The 1898 *History of the Lumber and Forest Industry of the Northwest* describes operations there. In 1889, Louis Sands bought all the timberland in Missaukee County belonging to the Grand Rapids & Indiana Railroad (GR&I). His sawmill was erected in 1890; it was associated with approximately eleven miles of a 36-inch gauge railway and two locomotives.

A map of Sand’s Missaukee County railroad has not been located. In 1897, the company finished harvesting its Missaukee County timberland. The sawmill was dismantled, taken to Manistee, and reassembled. The railroad, which had been used jointly with Hovey & McCracken since about 1895, may have continued in operation for awhile after 1897.

The Louis Sands Salt & Lumber Company railroad in Kalkaska County was already running by 1897. It dumped logs into the Manistee River at Sharon. The line is visible in the 1898 *Official Map of Kalkaska County*, which comprises Figure 25-11. Part of a map from *Historical Atlas of Kalkaska County, Michigan* appears in Figure 25-12. It implies that subsequent to 1898, an additional Sands right-of-way operated on the northeast side of the Grand Rapids, Kalkaska & Southeastern Railroad (later part of the Pere Marquette Railroad) between Sharon and Naples Junction.

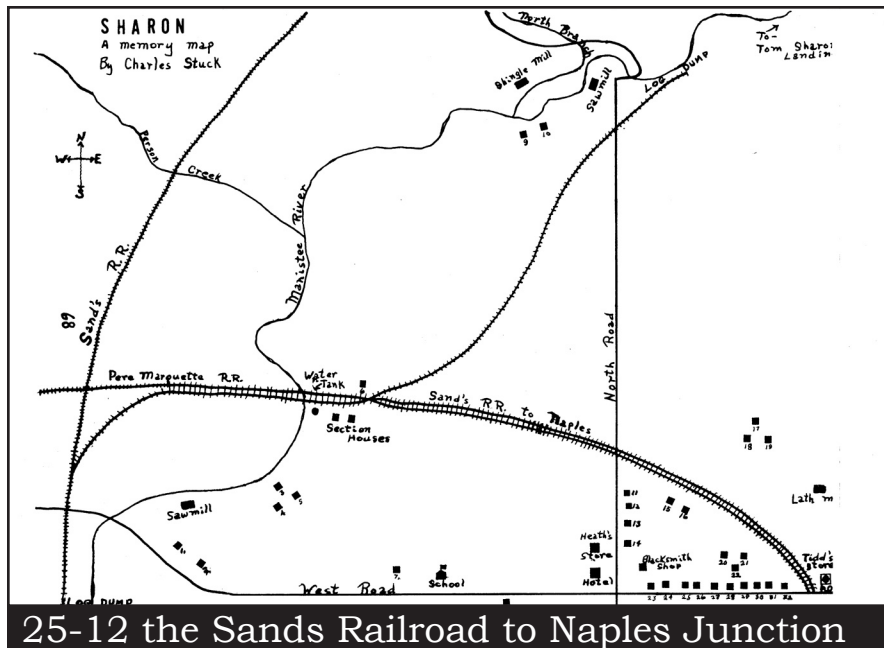
Exactly when Sands’ Kalkaska railroad ceased operating is unclear. In 1909, the M&NE built approximately 1.5 miles of its River Branch, south of Sigma, over the old Sands grade. In 1910, an *American Lumberman* publication notes that the Louis Sands Salt & Lumber Company railroad was no longer operating, although it still owned one locomotive and eighty-five cars.

Beginning circa 1912, the Stearns Salt & Lumber Company started using much of the Sands grade to harvest hardwoods in Kalkaska County. Later, the Antrim Iron Company railroad did likewise, connecting to the former Sands right-of-way from the north.



25-11 1898 The Sands RR in Kalkaska County



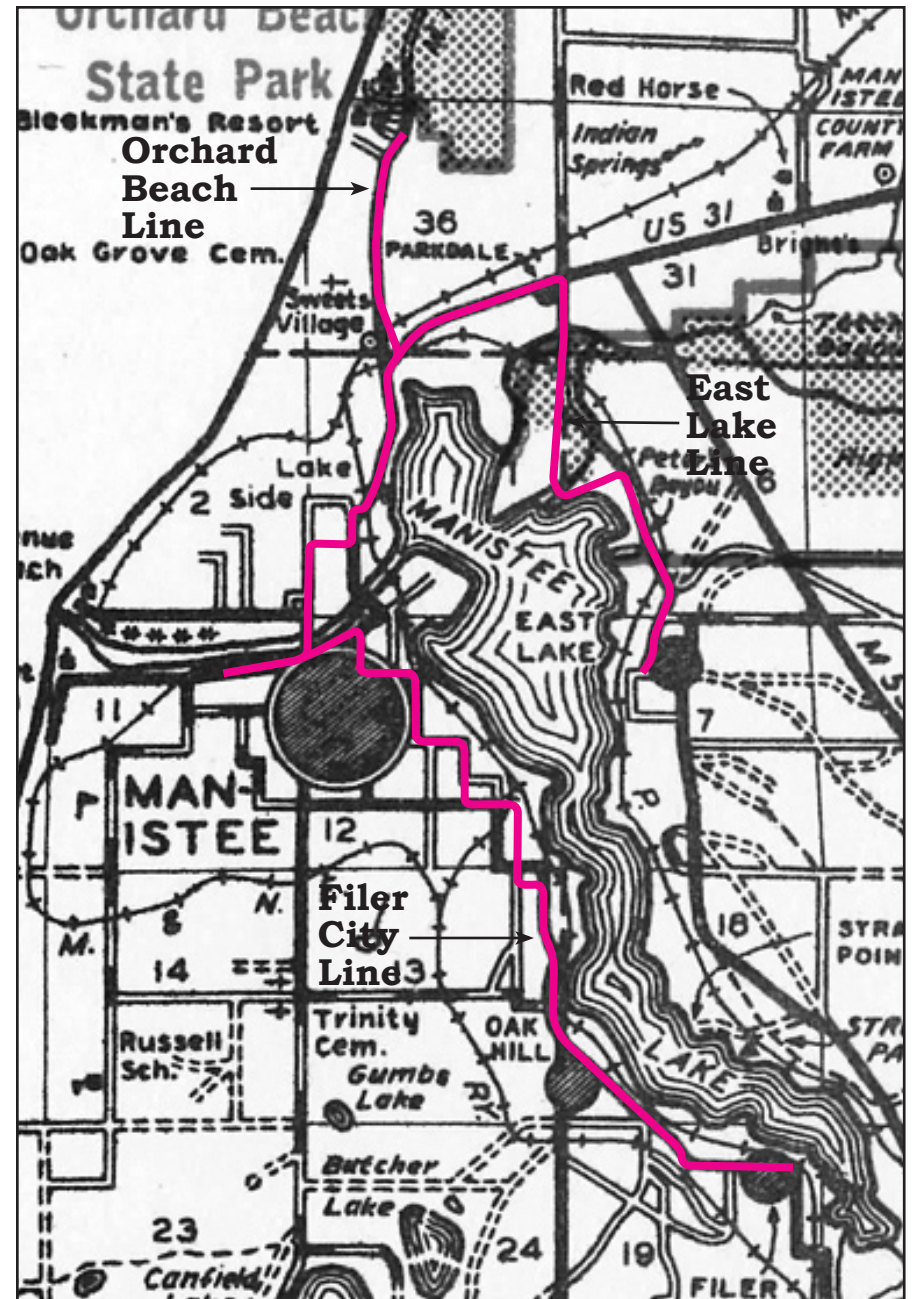


25-12 the Sands Railroad to Naples Junction

### Manistee, Filer City & East Lake Railway

The Manistee, Filer City & East Lake Railway was an electric streetcar line incorporated 24 August 1892. It began service later that year, operating in Manistee and Filer Townships. The railway was sold to the Northern Michigan Traction Company in 1905, and merged 28 Jun 1907 into the Manistee Light & Traction Company. That organization was acquired circa 1912 by the Manistee Railway Company.

There were three divisions of the streetcar line. All are visible on the city of Manistee maps included in the 1903 Standard Atlas of Manistee County. Figure 25-13 provides a route map of the system. The Filer City Line began at the Manistee & Grand Rapids Railroad station on River Street, near the corner of Washington and River, and traveled northeast on River Street to Division Street, where it turned south. Then it jogged back and forth on First, Sibben, Fifth, Kosciusko, Eighth, Vine, Thirteenth, Main, Nelson, Filer City Road, Tabor, and ended at the eastern end of Filer Avenue. The East Lake Line began at the same place as the Filer City Line. It also headed east, but turned north at Washington. Subsequently, it followed



25-13 Route of Manistee Streetcar Lines



Harrison, Cleveland, Monroe, Arthur, and State, and then turned south to wend its way to Eastlake. There it ran on Bluff Avenue and Stronach Road, ending at the corner of Stronach Road and Division Street. The Orchard Beach Line began on the East Lake Line at a place called Peanut Junction; it traveled north 1.33 miles to Orchard Beach.

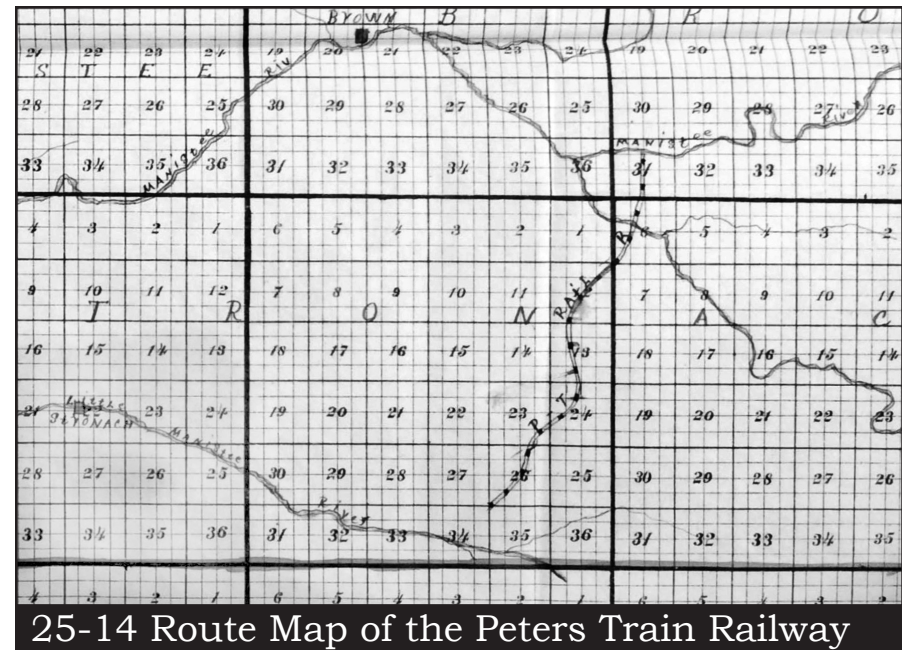
Decreasing ridership led to cessation of service on 26 August 1921.

### Richard G. Peters Railroads

Before developing the Manistee & Luther Railroad, Richard G. Peters built two smaller logging railroads in Manistee County: the Peters Train Railway, and The Peters Manistee Tram Railway. He also constructed a short line in Crawford County. In addition, as a member of the firm of Butters & Peters, he was involved with two separate small logging lines in Mason County, as well as the Mason & Oceana Railroad in the counties for which that railroad was named. Ventures involving Butters & Peters are described in Chapter 26, devoted to Mason County.

The Peters Train Railway was incorporated 9 March 1878. It was to be six miles in length, with terminals in Section 27 of Stronach Township (Township 21 North, Range 15 West) and on the Manistee River in the southeast quarter of the southeast quarter of Section 35, in Brown Township. Although that particular site on the river may have been used initially as a log dump, modern aerial photographs shows a well-preserved grade leading to a likely dump site in the northeast quarter of the southwest quarter of Section 31, in Dickson Township (Township 22 North, Range 14 West). The grade to Section 31 crosses Pine Creek, which is consistent with a 22 July 1882 *Northwestern Lumberman* article which describes this line as “The Pine Creek logging railroad.” The bridge over Pine Creek was impressive; it was 336 feet in length and rose 53 feet above the creek bed. Figure 25-14 reinforces the notion of a river terminal in Section 31; it is part of the map of Brown and Stronach Townships preserved in the Quinn Papers at the Archives of Michigan. The Manistee County map on page 165 indicates the location of grades to both log dumps. The Peters Train Railway was abandoned in 1882. Rails were sold to Butters & Peters and moved to Tallman, in Mason County, for construction of a new logging line there.

The Peters Manistee Tram Railway, also called the Filertown Railroad, was incorporated 3 August 1883. It was to be eleven miles long and



of 36-inch gauge. The southern terminal was in Section 13 of Mason County’s Grant Township. The northern end of the line was in Lot 2 of Section 18, in Filer Township on the west bank of Manistee Lake. Twelfth Annual Review of the Lumber and Shingle Product of the Northwest reports that in 1884, the line was fifteen miles long and dumped logs at the mill of Stokoe & Nelson, on Manistee Lake. The 1887 edition of Poor’s Directory of Railway Officials identifies the railroad as the “Manistee Tram Railway.” In 1888, The Official Railway List: A Complete Directory continues to show a fifteen mile line in operation, but the 1890 edition of Poor’s Directory of Railway Officials no longer includes the line.

There are scant records describing the Richard G. Peters railroad in Crawford County. Annual reports of the Michigan Railroad Commission from 1896 through 1901 note that, near Grayling, the Peters logging railroad crossed both the mainline of the Michigan Central Railroad and the right-of-way of its Twin Lakes Branch. The Peters grade can be located on modern aerial photographs and parts of it are represented on the 1949 and 1950 US Geological Survey maps of Grayling Quadrangle. To the west, an additional portion of the right-of-way is visible on the 1953 US Geological Survey map

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of Lake Margrethe Quadrangle. At a point directly north of Lake Margrethe, the Peters grade merges with the abandoned right-of-way of the Manistee River Branch of the M&NE; possibly the M&NE reused some of the Peters grade between there and the Manistee River, in Kalkaska County. There, this Peters railroad may have terminated at a log dump in Section 11 of Clearwater Township.

Michigan's Logging Railroad Era, 1850-1963 cites two articles from *Northwestern Lumberman* which imply that during 1883 and 1884, R. G. Peters operated a logging railroad in Missaukee County. The authors mention that it had some relationship to "The Lake City Branch," although the practical significance of that statement is unclear, for the Lake City Branch of the GR&I did not yet exist during those years. Peters did buy a large number of properties near the Manistee River from John L. Woods in September, 1885 (Missaukee County Deed Book #14, pages 30 and 31). Those were in Bloomfield Township of Missaukee County, and also in Liberty Township of Wexford County and Springfield Township of Kalkaska County. All those parcels are close enough to the Manistee River that they could have been logged directly to the river, rather than by rail. Peters acquired no timberland near the GR&I.

### **Ruddock, Nuttal & Company**

Ruddock, Nuttal & Company was a Chicago organization. In 1882, the company built a logging railroad southward from a log dump on the Little Manistee River, next to the village of Stronach. The company mill was at the eastern end of Fourth Street, on Manistee Lake. The line was of 36-inch gauge and extended into Section 5 of Freesoil Township, in Mason County. It was 4.0 miles long in 1884, and 4.75 miles in 1887, 1888, and 1890.

### **State Lumber Company**

The State Lumber Company of Manistee was reported by the 1890 edition of Poor's Manual of Railway Officials to be the operator of a sixteen-mile, 36-inch gauge logging railroad in Kalkaska County. In reality, this was the Grass Lake & Manistee River Rail Road (GL&MR), formerly owned by Babcock & Engelman. Robert R. Blacker and Patrick Noud became directors of the GL&MR on 31 December 1889, and Babcock and Engelman were no longer officers

in the company. Further description of the GL&MR can be found in Chapter 22, devoted to Kalkaska County.

Blacker and Noud formed the State Lumber Company in 1888 after the break-up of a predecessor organization, Davis & Blacker. The State Lumber Company still operated in 1895, but when the 1897 Tenth Annual Report on the Statistics of Railways in the United States was published, it was absent.

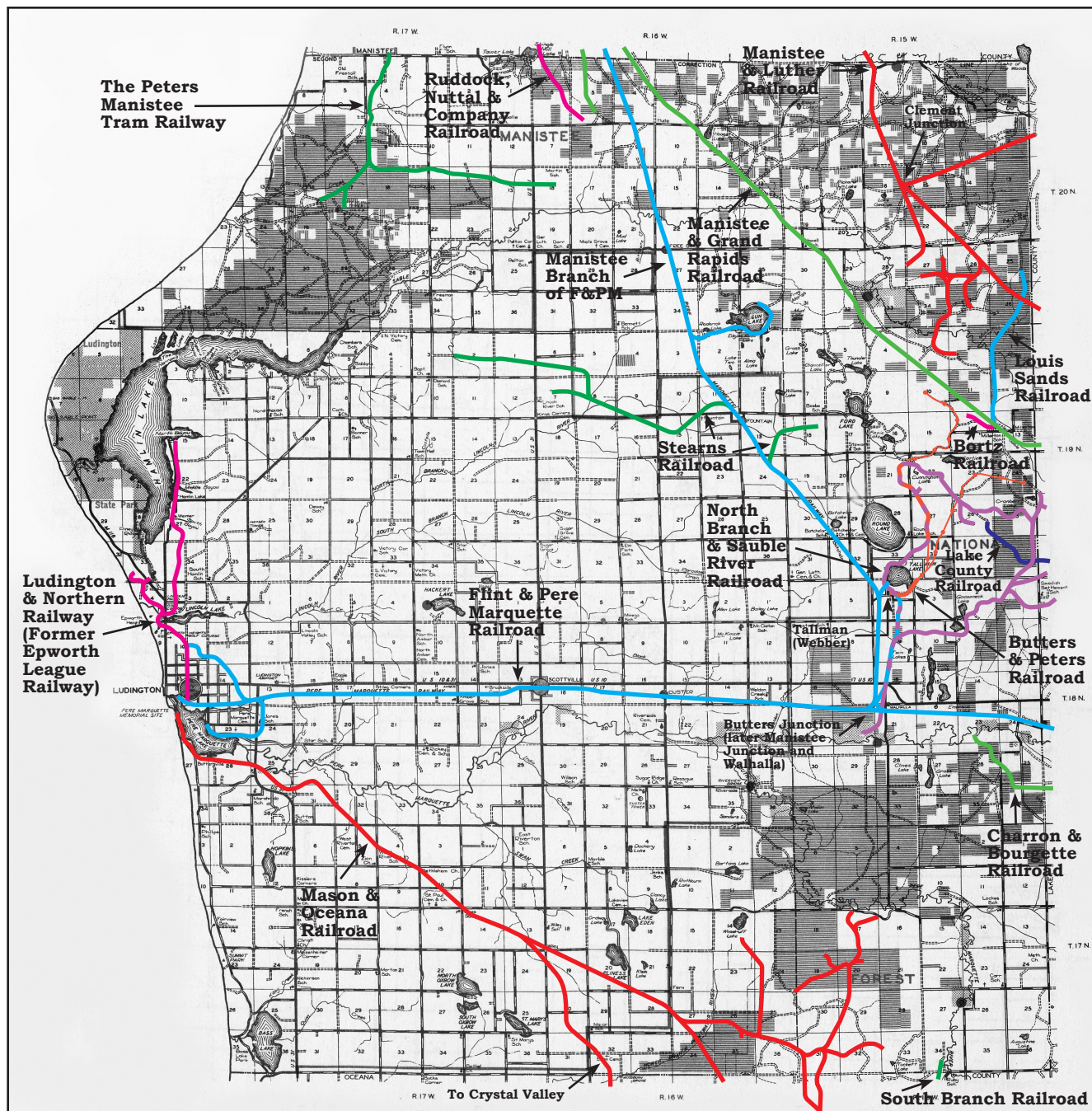
There is reason to believe that the State Lumber Company also used a logging railroad in the region where Wexford and Manistee Counties border each other. The 1987 US Geological Survey map of Harlan Quadrangle displays trails that are consistent with old grades; they lead to a log dump on the Manistee River in Wexford County. The dump is in Section 17 of Springville Township. On aerial photographs, these trails track northwest, into Manistee County. The State Lumber Company owned much of the timberland through which those trails pass. The maps on pages 165 and 231 indicate locations for these probable grades.

### **Unidentified Railroads**

Michigan's Logging Railroad Era, 1850-1963 mentions a "Dennett & Nellis Logging Railroad" and implies that the line existed in Manistee County. But the references cited mention only that the company dumped logs into the Manistee River in 1875. However, in addition to its course in Manistee County, the Manistee River arises in Antrim County and flows through Otsego, Crawford, Kalkaska, and Wexford Counties. For that reason, the logging road might have been in any of these counties. The references mention also that a Shay-type locomotive was purchased in 1878, and that an alternative title for the company was Denest & Nellis.

Michigan's Logging Railroad Era, 1850-1963 also reports that Manistee County was the location for a Maxim logging tram road. Cited is a 14 January 1882 *Northwestern Lumberman* article which states "A new logging road from camp to Manistee waters. 2.0 miles in length." Again, this line also could have been in any of the other counties through which the Manistee River passes. Although the railroad could not be located, it may have been associated with Alfred A. Maxim, a Mason County lumberman who lived at Ludington in 1880.





Mason County Railroads

## Mason County

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### Butters, Peters & Company Railroads

The firm of Butters, Peters & Company was formed in the fall of 1878 as a joint venture of Horace U. Butters of Ludington and Richard G. Peters of Manistee. The men bought pine timber in Sherman and Branch Townships of Mason County; a sawmill was erected at the newly established village of Tallman (formerly known as Webber) in Section 4 of Branch Township. Rail service was provided by the Butters Branch of the Flint & Pere Marquette Railroad (F&PM). That branch originated south of the mill, at Butters Junction on the mainline of the F&PM. After the Manistee Railroad, (part of the F&PM) reached the mill in 1880, the original grade from Butters Junction was abandoned. In 1888, some of the Butters Branch right-of-way was reused by the North Branch & Sauble River Railroad.

Tallman was named for Peters' cousin, Henry C. Tallman, who invested in the Butters & Peters business in 1880. Originally, many of the logs sawed at the mill were floated there using the lake situated immediately north of Tallman. Back then, that lake was called Grass Lake but in the 20<sup>th</sup> century, it is known as Tallman Lake. Perhaps this was done to distinguish it from another Grass Lake, in Sections 27 and 34 of Branch Township. By 1882, all nearby timber had been cut, and construction began on a logging railroad. Second-hand rails were used; they came from the Peters Train Railway (the Pine Creek Railroad) in Manistee County, which was abandoned in 1882.

Twelfth Annual Review of the Lumber and Shingle Product of the Northwest describes this railroad in 1884. It was a 36-inch gauge, four-mile line which dumped logs at the Tallman mill, where the headquarters for Butters & Peters were located. Power was provided by a 20-ton Wyoming Valley Manufacturing Company locomotive. The same publication notes that Butters & Peters controlled another, separate segment of railroad from the Tallman offices. Called the South Branch Railroad (SB), it was built in 1883. It also was of 36-inch gauge, operated on seven miles of track, and used one Baldwin and one Lima engine. Situated in both Mason and Oceana Counties, it terminated at a log dump on the South Branch of the Pere Marquette River. The 5 January 1884 *Lumbermans Gazette* reports

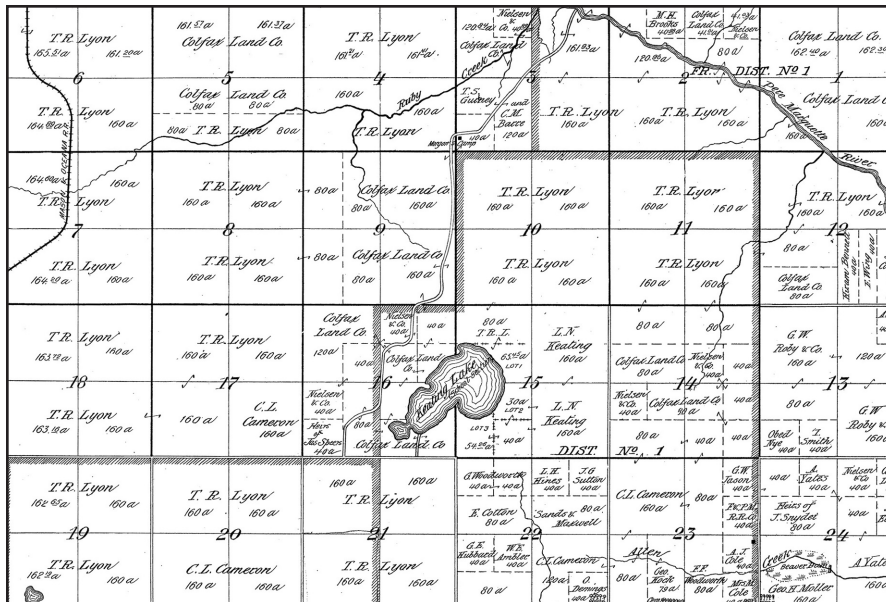
that the SB began near Crystal Valley, in Oceana County, and ran northeast to a log dump at "High Bank," on the South Branch of the Pere Marquette River, in Mason County. The line passed through a large stand of pine owned by Thomas R. Lyon.

Unfortunately, maps which would designate precise routes for these two early Butters & Peters railroads have not been discovered. The 26 May 1883 *Northwestern Lumberman* mentions that the railroad which terminated at Tallman was being extended into Sections 10, 15, and 27. A township was not specified. Because the 1884 and 1885 annual reports of the Michigan Railroad Commission do not indicate that the F&PM mainline crossed this Butters & Peters railroad, Branch Township can be ruled out as the location of these three sections. By inference, Sheridan Township was where the extension took place. Perhaps the North Branch & Sauble River Railroad reused some of this extension at a later date when it built its line through Sections 21 and 27 of Sheridan Township.

Pinpointing the location of Thomas R. Lyon's timber tract gives a reference point for the route of the South Branch Railroad in Oceana County, between Crystal Valley and the log dump. Virtually all the Lyon land was in Colfax Township. Figure 26-1 shows land ownership in the northern part of that township from the 1895 atlas, Oceana County, Michigan. It seems likely that the South Branch Railroad followed Ruby Creek through these parcels before crossing into Mason County, immediately south of the log dump.

Both of these logging roads predated construction of yet another Butters and Peters line, the Mason & Oceana Railroad (M&O). It was organized 3 August 1886. Michigan Railroads and Railroad Companies reports that it opened for traffic between Buttersville (on the south shore of Pere Marquette Lake, in Mason County) and Crystal Valley (in Oceana County) on 6 January 1887. Apparently the South Branch Railroad was merged into the M&O, probably with an early junction between the two in the vicinity of Crystal Valley. This notion is supported by the entry for the M&O in the indexed list of North American logging railroads printed in the 12 February 1887 *Northwestern Lumberman*. "TALLMAN – Mason & Oceana





26-1 1895 Lyons Land in Colfax Township

R. R.; formerly owned by Butters & Peters; location, Mason & Oceana Counties; length, 9 miles; dumping into the South Branch of the Pere Marquette River; gage, 36 inches; 2 locomotives, Lima and Baldwin, 20 and 16 tons . . .”

Figure 26-2 shows some of these relationships on another part of the 1895 atlas, Oceana County, Michigan. Although the M&O track in Sections 5, 8, and 17 of Crystal Township had been removed by 1895, the author added that right-of-way to the map to help visualize the relationship of the M&O and the South Branch Railroad at Crystal Valley, prior to that date. It appears that in 1895, the M&O was using approximately two miles of the old South Branch Railroad grade.

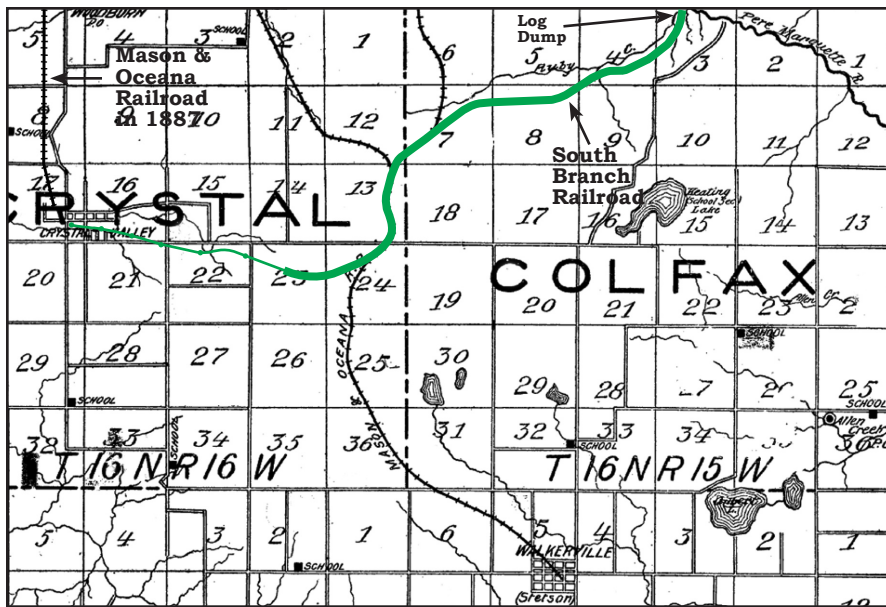
Figure 26-3 first appeared in The Mason & Oceana Railroad; it shows the mainline, logging branches, and abandoned or merely graded portions of the M&O. It would seem to cover the entire lifespan of the railroad, but does not include the South Branch Railroad. The years following 1895 eventually saw diminishing traffic on the M&O due to exhaustion of timber; that decline and abandonment has been covered extensively by other authors.

### Charron & Bourgette Railroad

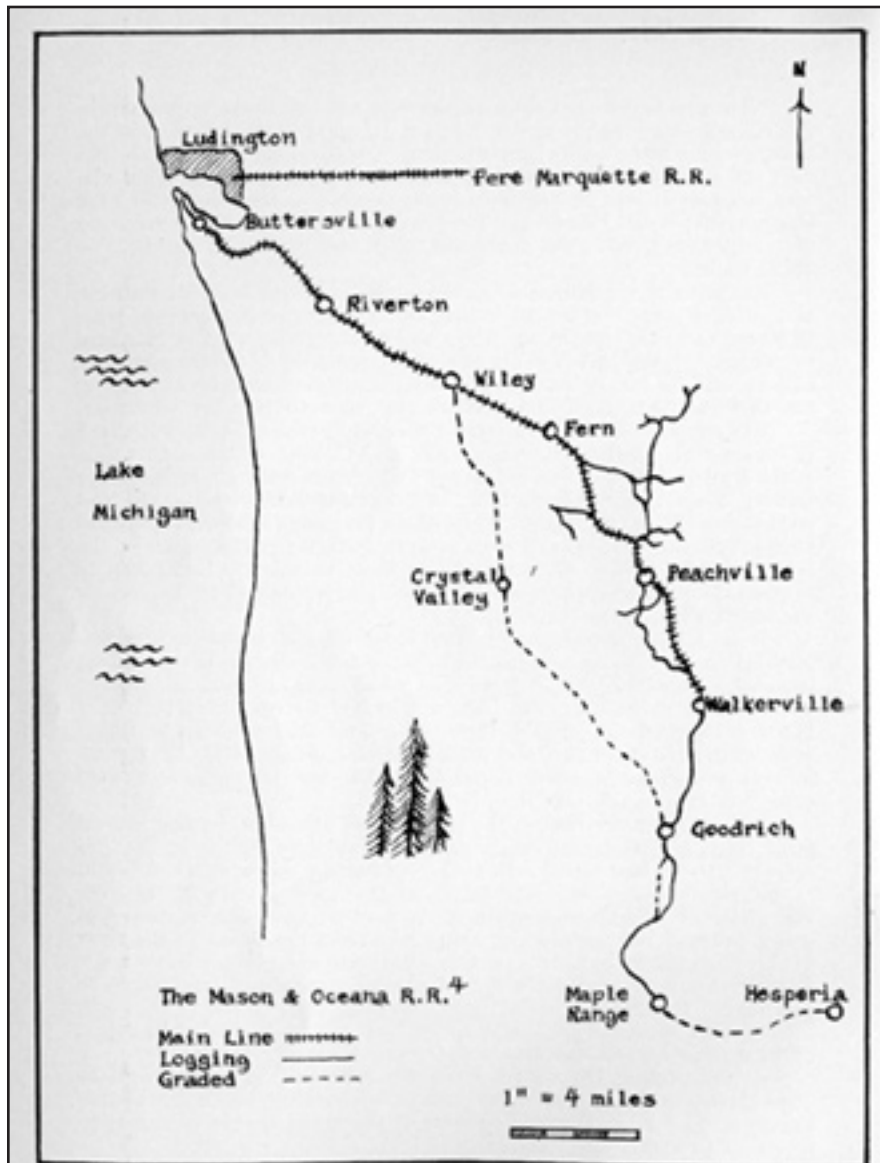
The 1880 US census of Newaygo County records that Philip Charron and Joseph Bourgette, lumbermen, resided at the village of Troy. The 1885 Twelfth Annual Review of the Lumber and Shingle Product of the Northwest notes that the partners operated a 4.0-mile railroad in Mason and Lake Counties. It was built in 1881 and headquarters were at the village of Branch, in Mason County. This 36-inch gauge road used a 10-ton Lima locomotive and dumped logs into the South Branch of the Pere Marquette River. Modern aerial photography is consistent with the dump being in the south half of Section 23, in Branch Township. The railroad extended east, into Section 31 of Lake County's Sweetwater Township. The 12 February 1887 Northwestern Lumberman reports that the line had grown to 4.25 miles and still possessed a Lima Shay locomotive. The 1892 edition of Poor's Directory of Railway Officials gives a length of 4.5 miles.

### North Branch & Sauble River Railroad

Several members of the Danaher family incorporated the North Branch & Sauble River Railroad (NB&SR) in 1888, when available timber near the Danaher & Melendy Lumber Company's Lake County



26-2 1895 South Branch RR in Oceana County



26-3 Track Plan of the M&O

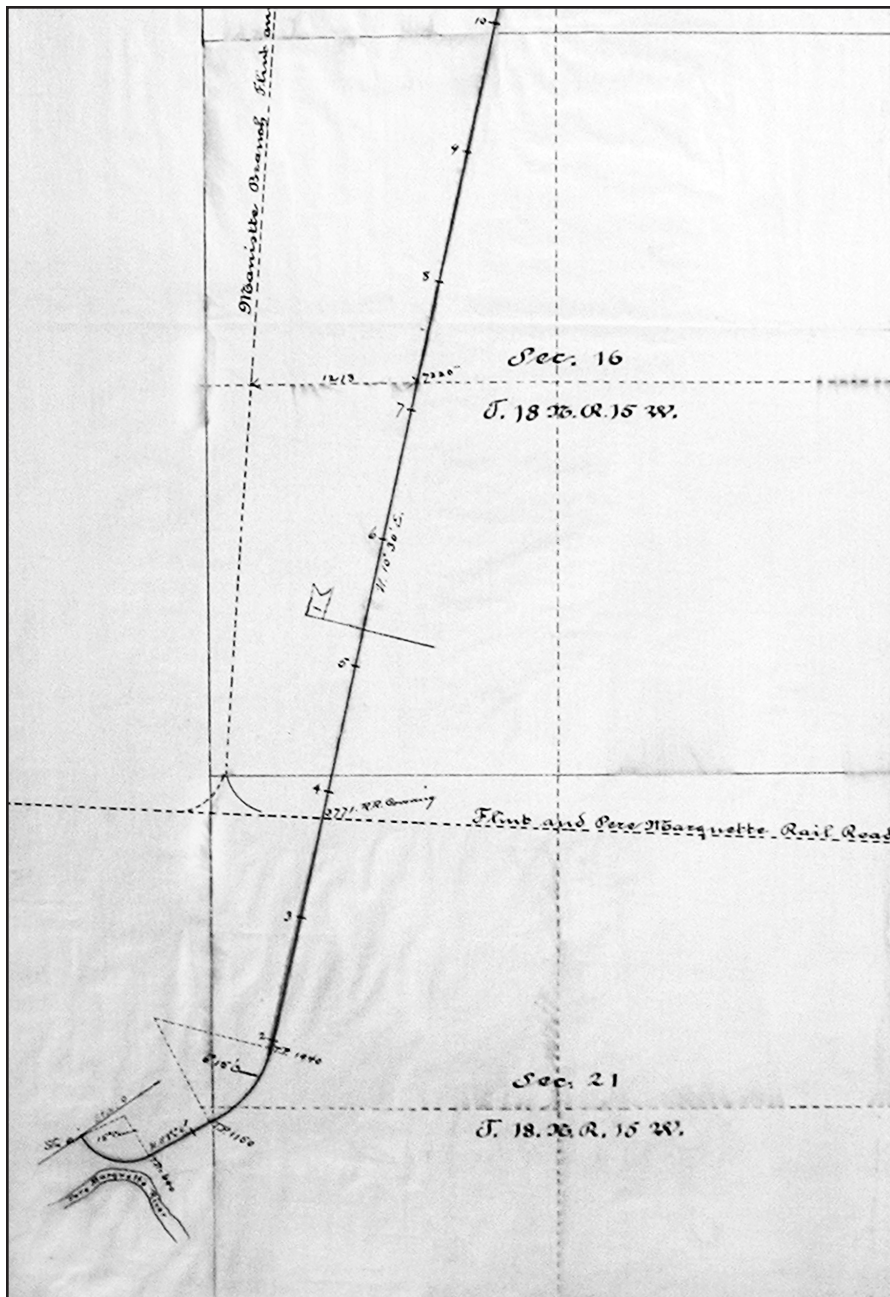
railroad began to dwindle. The NB&SR route map is displayed in Figure 26-4. This 36-inch gauge line terminated at a log dump on the North Branch of the Pere Marquette River, in Section 20 of Branch Township. A survey submitted to the Michigan Railroad Commission shows the other terminal to be in Section 22 of Sheridan Township. Portions of that survey, preserved at the Archives of Michigan, are presented in Figures 26-5 and 26-6.

After some period of time, the railroad reached east, into Lake County. The 1893 and 1894 reports of the Michigan Railroad Commission include statements filed by the Lake County Railroad which mention that the Lake County Railroad crossed the railroad of Danaher & Melendy, in Section 29 of Lake County's Sauble Township. In those years, Melendy had not been a member of the firm of Danaher & Melendy for several years, and the reference must have been to the nearby NB&SR.



26-4 Track Plan of the NB&SR





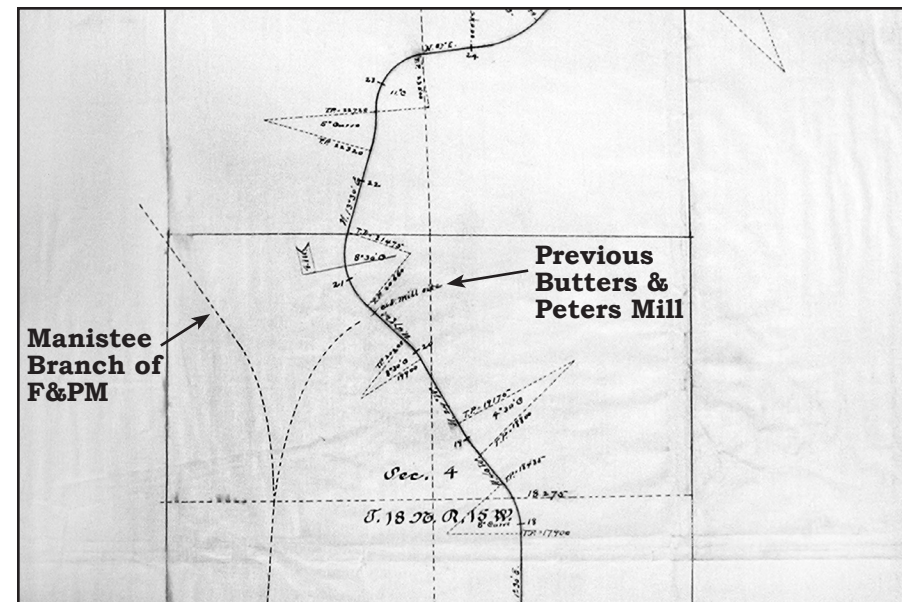
26-5 1888 Survey of NB&SR at Log Dump

The route north from the log dump utilized, in part, the abandoned Butters Branch of the F&PM. The NB&SR went past the site of the former Butters & Peters sawmill at Tallman, as seen in Figure 26-6, another part of the 1888 survey of the NB&SR. Northeast of Tallman Lake (formerly Grass Lake), the railroad followed a path that may have been used previously by a branch of the Butters & Peters railroad at Tallman.

The 1896 report of the Michigan Railroad Commission reveals that the NB&SR stopped operating 1 October 1894 and the rails had been taken up.

### Stearns Salt & Lumber Company

Justus Smith Stearns of Ludington was one of Michigan's premier lumber manufacturers at the turn of the twentieth century. He was also associated with lumbering in Wisconsin; in Kentucky, his companies carried on the lumber business and were involved in coal production, as well. Useful information comes from Stearns' obituary in the 14 February 1933 Ludington *Daily News*. Moreover, Justus S. Stearns, Michigan Pine King and Kentucky Coal Baron, 1845-1933 notes that in 1880, his first Michigan sawmill went into



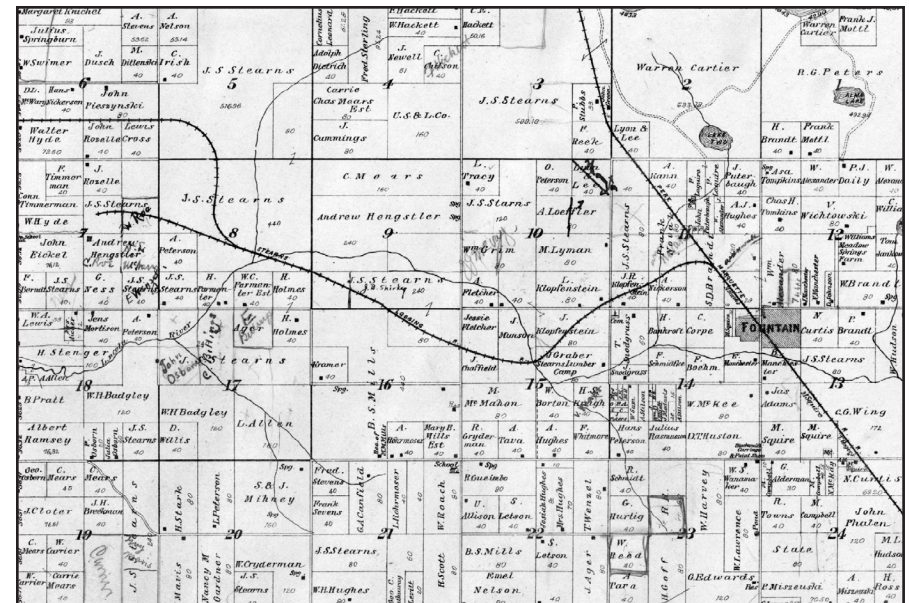
26-6 Survey of NB&SR at Site of Tallman

production in Lake County. It was about four miles east of Branch (in Mason County) and 2.5 miles south of the F&PM mainline. An exact location for the mill is unknown, although it was said to be “near Reno.” Finished lumber was moved to the F&PM using a “big wheel” that ran on wooden tracks and was powered by teams of horses or mules. A 1900 Lake County land ownership map reveals that Stearns still owned the majority of the land in Sections 4 through 9 of Lake Township. Two years after this Stearns mill opened, it was moved to a site along the F&PM, which became known as Stearns Siding. Lumber was manufactured there for about ten years.

In 1898, the Stearns Salt & Lumber Company was formed. In the early part of the 20<sup>th</sup> century, it operated at least two short segments of logging railroad in Mason County. Figure 26-7 comes from the 1904 *Standard Atlas of Mason County, Michigan*. The Stearns right-of-way left the Manistee Railroad, part of the Pere Marquette Railroad (PM) immediately northwest of Fountain. The second segment can be seen in Figure 26-8, which is part of Cram’s 1908 *Michigan*.

Kalkaska County was the location for the most extensive railroad system used by the Stearns Salt & Lumber Company. It originated from the Grand Rapids, Kalkaska & Southeastern Railroad (GRK&S, a part of the PM) about 0.75 mile northwest of Spencer. Some historians refer to this track as the Stearns Branch of the PM. Lumbering in Kalkaska County probably began late in 1906, for the 11 October 1906 *Mancelona Herald* reports the passage of Stearns’ logging outfit through the village of Kalkaska, on the GRK&S. Two trains carried a complete logging camp. “The camp will be placed on side tracks or spurs of the main line and moved as the logging advances. . . . The company owns large tracts of fine hardwood timber east of Kalkaska, all of which will be logged and shipped by rail to Ludington.”

By 1910, the Louis Sands Salt & Lumber Company railroad was no longer operating in Kalkaska County, having harvested all of the Sands pine timber there. Stearns was able to acquire much of the Sands right-of-way and use it to log hardwoods. A connection to Sands’ grade was made by constructing one mile of track between Sections 4 and 5 of Oliver Township. A map archived at the Bentley Historical Library demonstrates most of the Stearns railroad in Kalkaska County, as it appeared in December of 1917. A small portion of that map, showing Township 28 North, Range 5 West near Starvation Lake, is reproduced in Figure 26-9. One branch of Stearns’ railroad penetrated into the southeast corner of



26-7 1904 Stearns Logging Railroad



26-8 1908 Grade Traveling NE to Stearns



Antrim County for a few miles, entering that county in Section 31 of Mancelona Township (Township 29 North, Range 5 West). It's also possible that the Mancelona & Northwestern Railroad used some of the Stearns grades when it accessed the northeast corner of Kalkaska County.

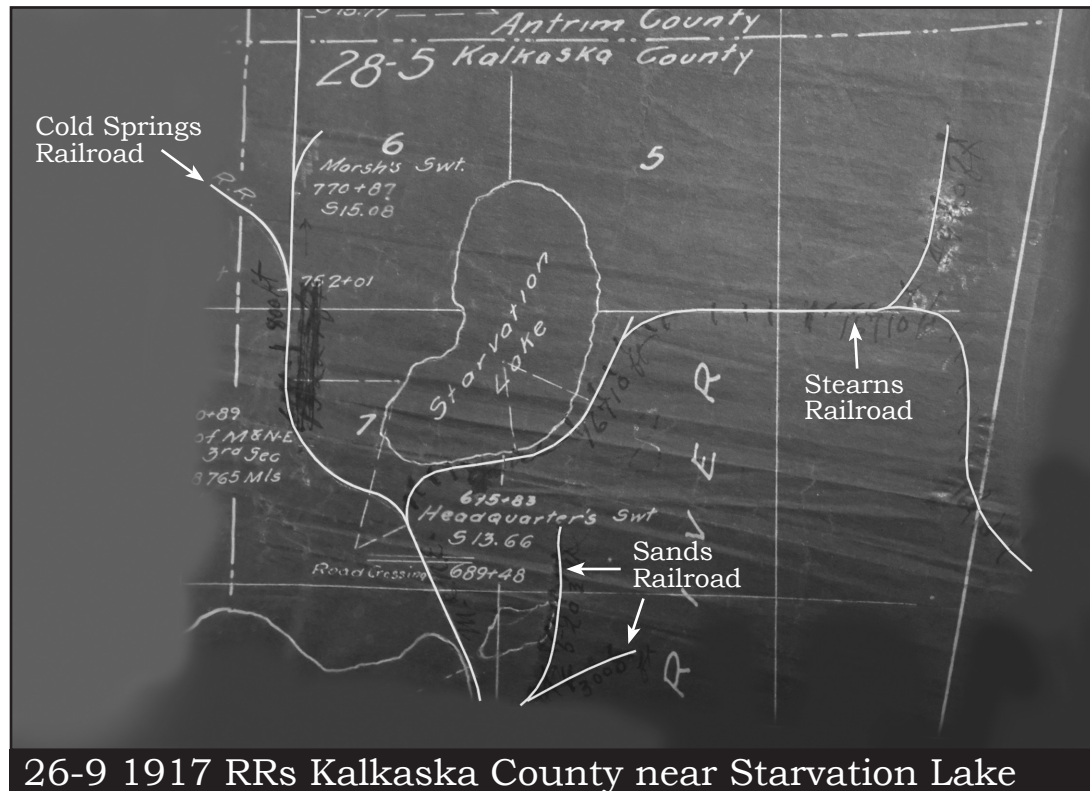
Some parts of the Stearns Salt & Lumber Company railroad still operated in Kalkaska County as late as May of 1923. By then, the Antrim Iron Company was running on parts of the Stearns grade. After that date, no further record of the Stearns line could be found.

### Unidentified Railroads

Michigan's Logging Railroad Era, 1850-1963 cites an article from the 27 October 1883 *Northwestern Lumberman* which reports that Hanson & Johnson operated using a spur that originated from the Manistee Railroad, part of the F&PM. The stated location was in

Freesoil Township of Manistee [sic] County. Martin Hanson's name appears in Freesoil Township on the 1904 Standard Atlas of Mason County. He owned the south half of the northwest quarter of Section 10. That property is less than 0.5-mile from the Manistee Branch. If the spur were there, it could not be identified using modern aerial photography.

Pardee, Cook & Company was a Chicago firm consisting of A. Pardee, John R. Cook, and A. R. Powell. The 26 May 1883 *Northwestern Lumberman* notes that the company's "Gun Lake, Michigan logging road, Manistee [Mason] Co., Mich., is banking 60,000 to 100,000 feet of logs per day." The sawmill section of Twelfth Annual Review of the Lumber and Shingle Product of the Northwest, reporting data from 1884, lists Pardee, Cook & Company mills at Point Sable (also known as Hamlin) and Gun Lake, both locations in Mason County. The railroad section of the same publication gives no indication that the company operated a logging line.



26-9 1917 RRs Kalkaska County near Starvation Lake

## Missaukee County

### Clam River Railroad

Delos A. Blodgett of Grand Rapids founded the Clam River Railroad circa 1881. It was a 36-inch gauge line and used a log dump on the Clam River, in Lake Township. By 1884, it was five miles in length and operated a Lima Shay locomotive, which is sketched in Figure 27-1. The railroad remained five miles long in 1887, but does not appear in the 1890 edition of *Poor's Directory of Railway Officials*. The place where it crossed the Cadillac & Northeastern Railroad is still called "Blodgett" in Rand, McNally & Company's 1893 *Indexed County & Township Guide to Michigan*. Figure 27-2 comes from the Blodgett Family Papers at the Bentley Historical Library; it includes most of Lake Township. In addition to the Clam River Railroad, three other lines are visible: the Cummer Lumber Company's Cadillac & Northeastern, the logging railroad of George E. Woods, and the Missaukee Branch of the Grand Rapids & Indiana Railroad (GR&I). The designation for the part of the Missaukee Branch shown here was later changed; it became the Jennings Branch of the GR&I.

### Hovey & McCracken Railroad

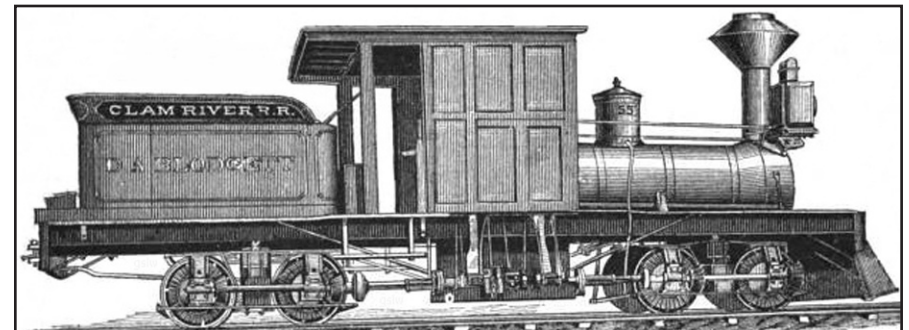
An excellent source of information about the railroad put together by Hovey & McCracken is *Cody and Moore and the Muskrat Lake & Clam River Railroad Company*. This is one of the *Michigan Railroad History Pamphlets* authored by M. J. McGovern.

This partnership consisted of Horatio N. Hovey and Robert H. McCracken, who operated a sawmill in Muskegon. Cody & Moore sold them the Muskrat Lake & Clam River Railroad (ML&CR) about 1887, along with various logging equipment and 10,000,000 board-feet of timber in Missaukee County. Hovey and McCracken still operated the ML&CR in 1895 when fire swept through the northeastern part of the county, killing trees on much of their land. The race was on to harvest that timber while it could still be salvaged.

Pine and hemlock could be sent to Muskegon using the West Branch of the Muskegon River, but since hardwoods don't float, another disposition was required for those logs. Hovey & McCracken were

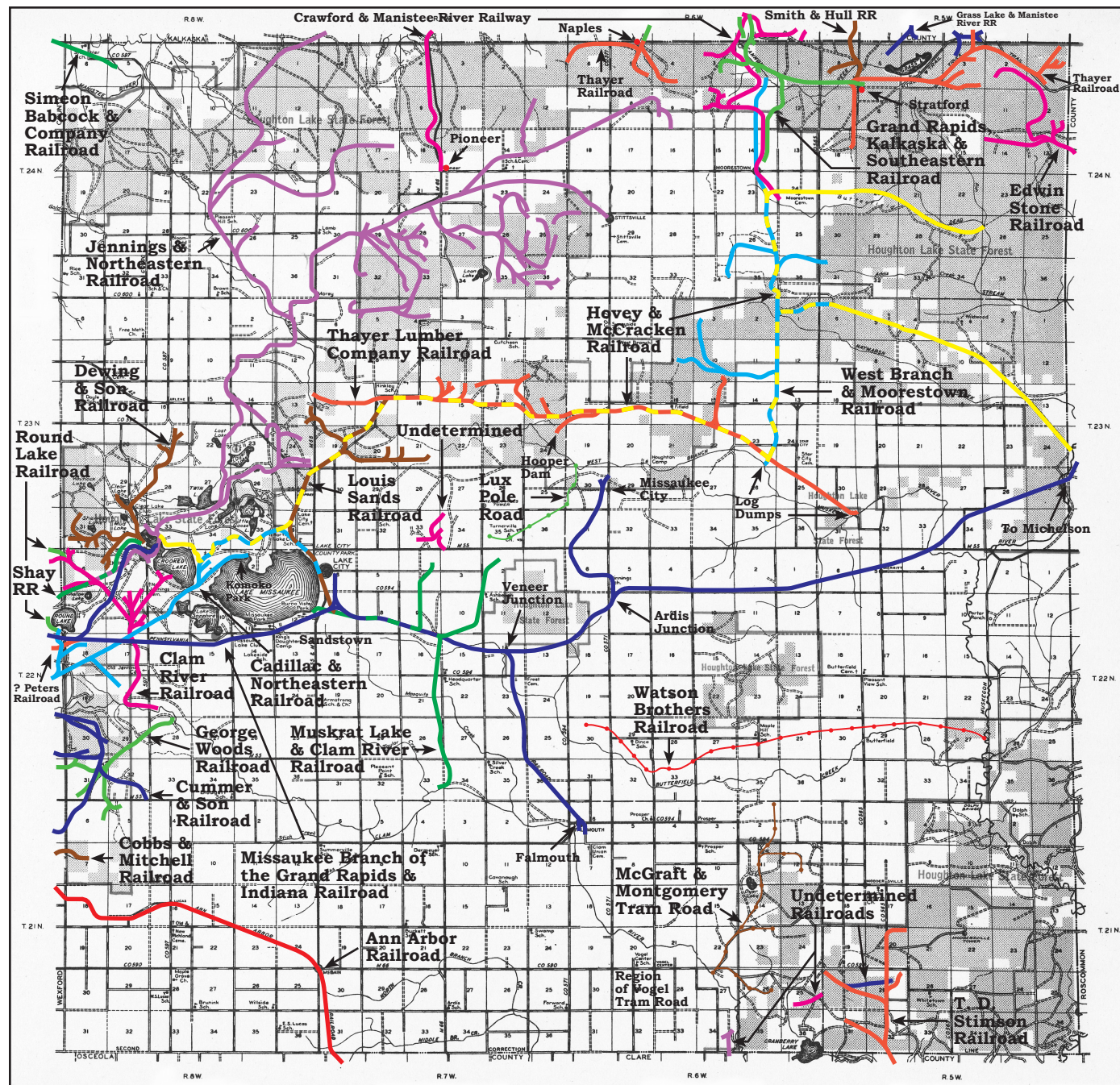
able to sell the hardwoods to Mitchell Brothers, who milled them at Jennings. To get the logs there, the partners cobbled together a narrow gauge railroad using the roadbeds of several previously abandoned logging lines.

Rails were pulled from the ML&CR for the project. Only 1.5 miles of new right-of-way had to be built. That track was located immediately east of Jennings, where a connection was made with the Cadillac & Northeastern Railroad (C&NE) grade, which had been abandoned in 1893. The C&NE was utilized as far as the northeast side of Lake Missaukee, where Hovey & McCracken's railroad began running over the still-active Louis Sands Salt & Lumber Company railroad. Traveling northeast, Hovey & McCracken trains transferred to the Thayer Lumber Company grade (the West Branch Railroad), which had been abandoned in 1895. Following the Thayer grade east led to the southern end of the West Branch & Moorestown Rail Road (WB&M). Abandoned in 1887, that grade travelled north, into the heart of Hovey & McCracken's timber. Immediately south of the junction point with the WB&M grade was the WB&M log dump, which undoubtedly was utilized by Hovey & McCracken.

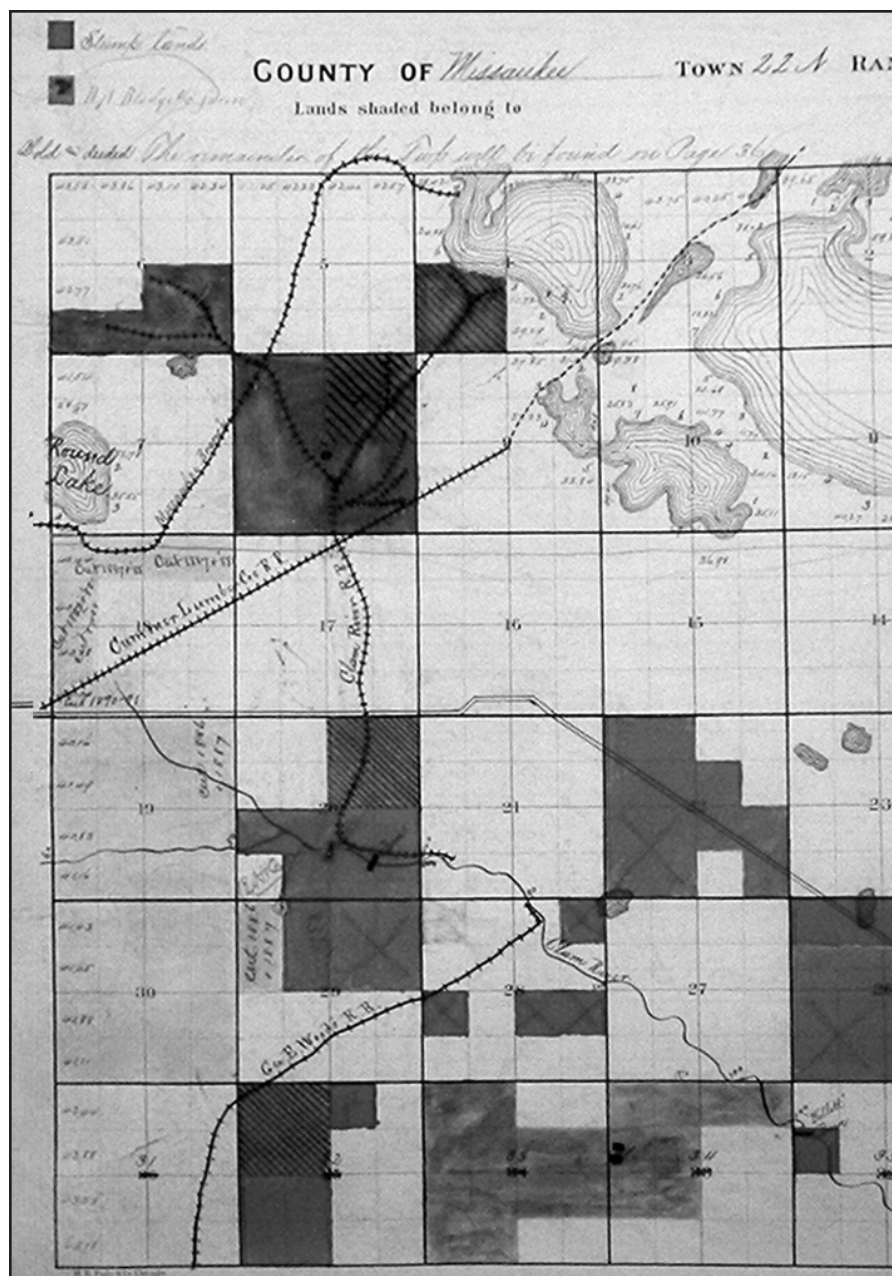


27-1 Clam River RR Locomotive-D. A. Blodgett









27-2 Missaukee Co. RRs from Blodgett Papers

The map on page 183 denotes the Hovey & McCracken railroad with a yellow line. In the region of the former WB&M, it is difficult to know with certainty whether a particular right-of-way was built by Hovey & McCracken or the WB&M. Figure 27-3 is an image of Hovey & McCracken engine #2, a Porter locomotive which previously was operated by the Thayer Lumber Company. The figure is part of the Claude Stoner Collection at the Bentley Historical Library.

### Jennings & Northeastern Railroad

Before describing the Jennings & Northeastern Railroad (J&NE), some background about the village of Jennings will be helpful. Initially, Jennings was known by the GR&I as Mitchell. When the GR&I constructed its Missaukee Branch, in 1882, Jennings was the eastern terminal. In 1890, the GR&I built a new segment of track from Round Lake Junction to Sandstown, immediately south of Lake City. When that segment went into operation, it became the eastern portion of the Missaukee Branch; the track to Jennings was renamed "the Jennings Spur."

Figure 27-4 is part of the 1884 Takabury's Atlas of the State of Michigan. What would later become Jennings is labeled "Missaukee." Significantly, the GR&I track extends east of Missaukee to a point near Long Lake. This represents the Long Lake Spur of the Missaukee Branch, which first appears in the 1884 edition of the Annual Report of the Commissioner of Railroads of the State of Michigan. It originated from the Missaukee Branch at Long Lake Junction, and terminated at Long Lake, 0.77 mile to the east. The spur appears for the last time in the 1889 edition of the commissioner's report. A precise location for the Long Lake Spur has not been determined.

Commencing in 1878, Dewing & Sons operated a small sawmill at the place which would later become Jennings. Joseph Murphy, Austin W. Mitchell, and William W. Mitchell bought that mill in 1882, when the Missaukee Branch arrived there. Jennings was named after the Indiana county where Murphy resided before he came to Michigan. A few years after 1882, Mitchell Brothers & Murphy decided to log by rail and started construction of the J&NE.

The J&NE is described in the 1887 Poor's Directory of Railway Officials as 3.9 miles long and built to 36-inch gauge. No evidence has been found to suggest that it reused the right-of-way of the GR&I's standard gauge Long Lake Spur. The J&NE did operate one right-of-way which travelled northwest from the mill. It is visible in





27-3 Hovey & McCracken Engine #2-Porter Locomotive Owned Previously by Thayer Lumber Co.



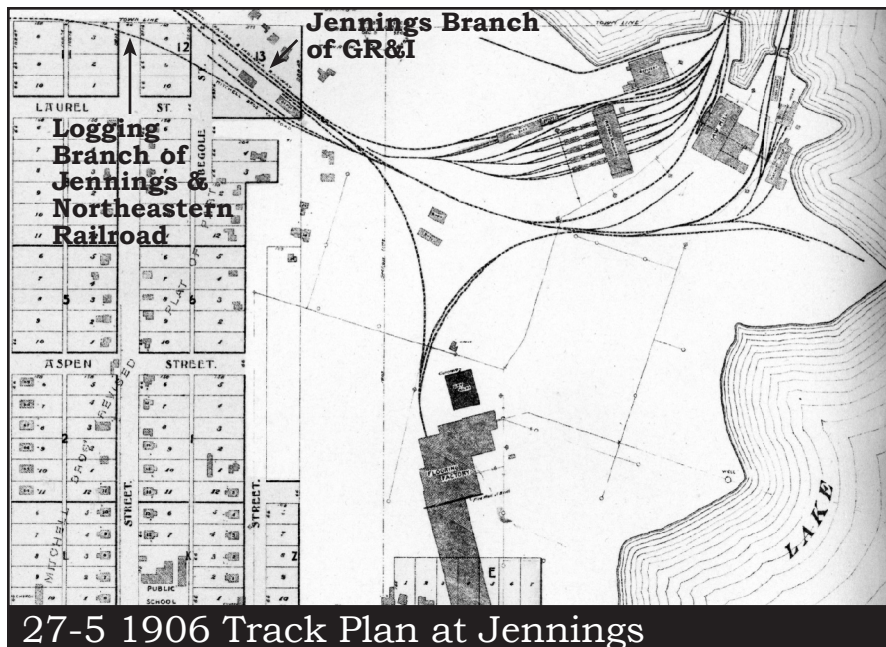


Figure 27-5, which is part of the 1906 Standard Atlas of Missaukee County and displays the region around Jennings. Farther west, that same right-of-way turned southwest and crossed the Jennings Branch of the GR&I. Farther southwest, it appears to have reused some of the abandoned grade of the Ephraim Shay railroad. The 1890 edition of Poor's Directory of Railway Officials reports that the J&NE had 10.5 miles of track in operation. Later, the railroad had more than 60 miles. It reached as far north as Kalkaska County.

The Mitchell brothers bought out Murphy in 1895. The company finished logging in Orange Township of Kalkaska County in 1915, and the line was removed there, as well as in Bloomfield Township of Missaukee County. In January of 1920, the company's last Missaukee County tree was felled in Section 26 of Pioneer Township. The line was pulled up shortly thereafter.

## Paulus Lux Pole Road

Paulus Lux immigrated to America from Germany. The 20 February 1936 *Missaukee Republican* writes of him: “The first pole logging road was built by Paul Lux, Senior, in 1877, running from Section 35, Township 23 North, Range 7 West, to the head of the West Branch, or what is now known as the Gerrish dam. It was operated during the spring and summer of 1878 and brought in three million five hundred thousand feet of logs to the West Branch.” Apparently, the “head of the West Branch” was also known as “the bend of the West Branch.” Missaukee County deed records confirm that Lux bought the west half of Section 35, in Forest Township. Local Missaukee County historians report that this logging road was three miles in length. The representation of this railroad’s course, on page 183, is based solely on the limited information given here.

## McGraft & Montgomery Tram Road

Based in Muskegon, McGrath & Montgomery was a partnership of Newcomb McGrath, A. Schulyer Montgomery, and Thomas W. Palmer. The men operated a logging railroad described in the 6 April 1878 *Lumbermans Gazette* as a 1.5-mile tram road emptying into the Clam River. As more timberland was acquired, the line was extended. Rails were 16.5-feet long, fabricated from 4 by 5-inch maple, and fastened to ties with pegs. Gauge was 46 inches. The right-of-way which appears on page 183 is consistent with timberland known to have been owned by the partners, and its location can be confirmed with modern aerial photographs. The partnership was dissolved in



1882; thereafter, Newcomb McGraft carried on the business as the McGraft Lumber Company.

### Muskrat Lake & Clam River Railroad

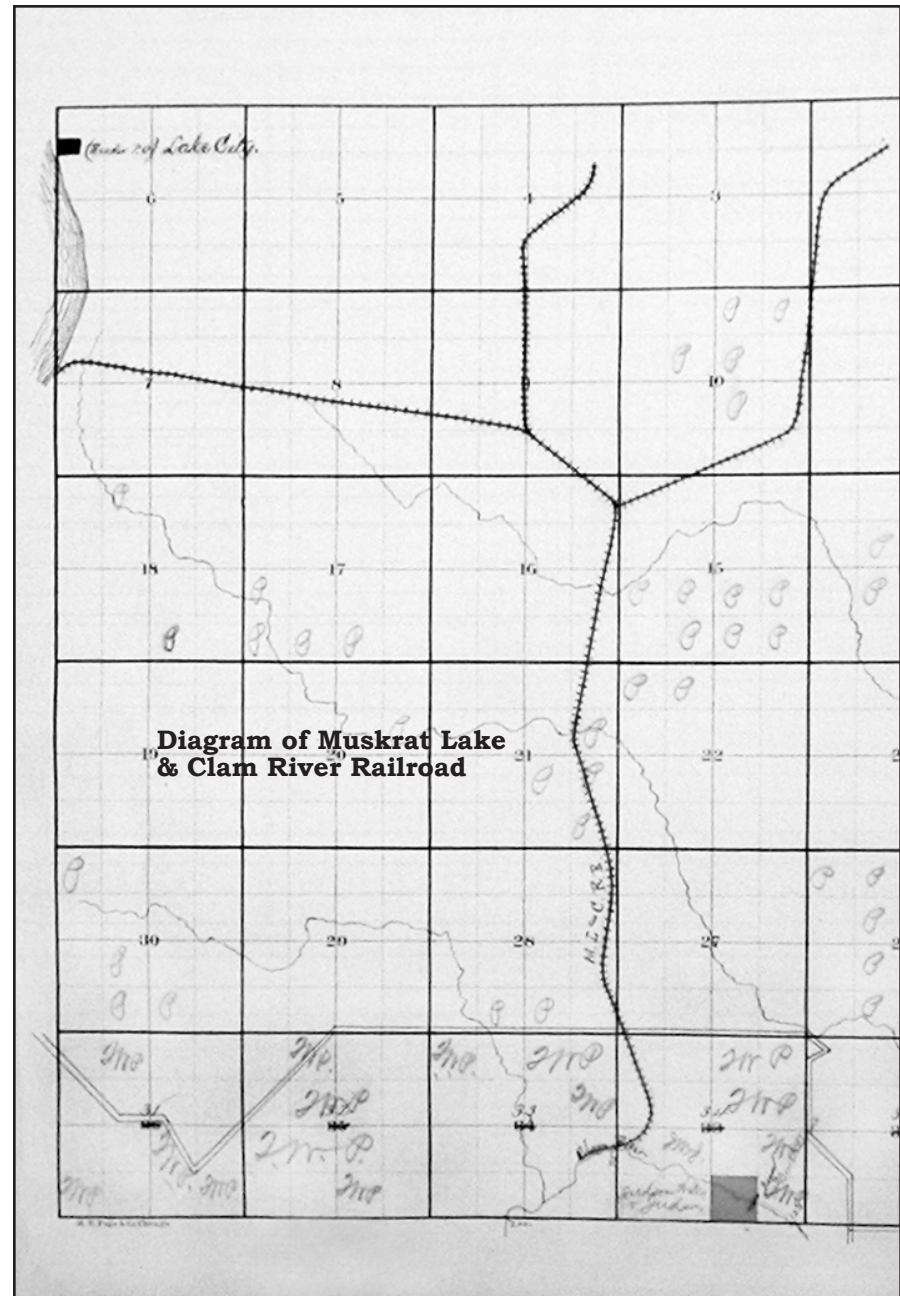
The Muskrat Lake & Clam River Railroad (ML&CR) was incorporated 29 July 1881. It was to be a 36-inch gauge line running between Lake Missaukee (Muskrat Lake) and the Clam River. Original specifications called for the Lake Missaukee terminal to be in the southwest quarter of Section 6, in Reeder Township; however, the actual site where it was built was in the southwest quarter of the northwest quarter of Section 7. This is demonstrated by Figure 27-6, which shows part of Reeder Township as it appears in the Blodgett Family Papers, at the Bentley Historical Library.

The railroad was used to gather logs from Lake Missaukee and deposit them in the Clam River, allowing them to reach the Muskegon River and eventually, the mills at Muskegon. Lorenzo J. Cody and George W. Moore were the principal owners and operators of the line. M. J. McGovern's Cody and Moore and the Muskrat Lake & Clam River Railroad Company notes that in 1887, Hovey & McCracken bought the railroad, complete logging outfit, and timberland owned by Cody and Moore. Subsequently, Hovey & McCracken operated the line for several years. Figure 27-7 shows the line as it appeared in the 1889 *Bridgeman's Railroad & Township Map of Michigan*. Hovey & McCracken also owned considerable timberland near Moorestown. When logging was completed along the ML&CR, that track was picked up, moved, and relaid upon the abandoned roadbed of the West Branch & Moorestown Railroad. This allowed Hovey & McCracken to transport timber from the Moorestown area to a log dump on the West Branch of the Muskegon River.

Meanwhile, Delos A. Blodgett acquired at least some of the abandoned ML&CR right-of-way and rebuilt it to standard gauge. In 1894, Blodgett sold that segment of railroad to the GR&I. According to Pennsylvania Railroad Valuation Docket #351, the track formerly owned by Blodgett became the Herrick Branch of the GR&I.

### Thomas D. Stimson Railroads

Thomas D. Stimson was a Muskegon lumberman who built logging railroads in several counties. Within Clare County, the 25 June 1880 *Ewart Review* reports that Stimson "has just completed a new horse railroad that strikes the Muskegon River about one mile



27-6 Reeder Township from Blodgett Papers



above Gerrish's Clare County rollway." If correct, this would place the rollway in Section 16 of Redding Township, at the approximate place where Highway 61 crosses the Muskegon River. Contemporary aerial photography provides no clue as to where that grade went.

The 17 July 1880 *Northwestern Lumberman* mentions that Stimson had a new logging railroad in Osceola County. Some of the rails were iron, while others were fabricated from hard maple. No location was specified.

Missaukee County was the location of the most extensive Stimson railroad, although its log dump was in Clare County. That terminal was on the Muskegon River, in the northwest corner of Section 16, in Summerfield Township. Twelfth Annual Review of the Lumber and Shingle Product of the Northwest describes the line as being built in 1880, 36-inch gauge, and seven miles in length. It used two 15-ton Porter-Bell locomotives. In 1888, The Official Railway List: A Complete Directory contains similar information. The railway no longer appears in the 1890 edition of Poor's Directory of Railway Officials. Figure 16-8 is courtesy of the Bentley Historical Library. It is part of the Blodgett Family Papers and shows the Stimson railroad in Missaukee County's Holland Township.

### Edwin P. Stone Railroad

An article in the 28 December 1882 *Saginaw Courier* mentions that Edwin Pearson Stone was logging for the McGraft Lumber Company in the northern part of Missaukee County. Stone logged by rail and used the West Branch & Moorestown Railroad (WB&M) to put logs into the West Branch of the Muskegon River. That logging may have been in Sections 2 and 3 of West Branch Township, where a considerable amount of McGraft timber was located.

The 1888 Annual Report of the Commissioner of Railroads of the State of Michigan reports that as of 31 December 1887, the WB&M had been taken up. Fred C. Hirzel explains, in *History of Moorestown* "Mr. Moores logged (using the WB&M) until May 1887 at which time his timber had all been cut. He sold his railroad and camp equipment, horses, etc. to Edwin P. Stone of Saginaw who moved same into what now is the oil well territory east of Moorestown. Here they began logging, their road connecting with that of Blodgett & Bryne (the Portage Lake & Muskegon River Railroad) who were lumbering in Crawford and Roscommon Counties. Both Companies put their logs into the Muskegon River at the same place, "The Dump", also known as "The Rollway" and "The Landing".

In 1888, The Official Railway List: A Complete Directory still contains a listing for the WB&M, but states that it was controlled by Stone & McMillan. Its length was 14 miles; gauge, 45 inches; and headquarters, Saginaw. Evidently, the track from the WB&M had been moved to a new position, straddling Missaukee and Roscommon Counties. Logs moved east, into Roscommon County, and then south to the log dump used in common with the Portage Lake & Muskegon River Railroad. The 1892 edition of Poor's Directory of Railway Officials no longer lists the Stone railroad under any name.

### Swan, White & Smith Railroad

James H. Swan, C. B. White, and Ira O. Smith were the principals of the Muskegon lumber manufacturing company called Swan, White & Smith. Michigan's Logging Railroad Era, 1850-1963 mentions that in 1878, the partners had an Osceola County logging railroad which grew to ten miles in 1880. By 1885, Swan, White & Smith had moved their operation to Missaukee County. The same book cites the August 22 *Northwestern Lumberman* in declaring that the Thayer Lumber Company railroad, in Forest Township, was "to be extended by White, Pond [Swan] & Smith to Hooper's Pond on the



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West Branch of the Muskegon River and used jointly by the two parties.” It’s clear that the railroad equipment and materials moved to Missaukee County by Swan, White & Smith became part of the Thayer Lumber Company’s West Branch Railroad (WB). As such, it cannot be distinguished from the segment of the line built by the Thayer Lumber Company, itself, in the map on page 183. Please see the Thayer Lumber Company section of this chapter for further details.

### **Thayer Lumber Company Railroads**

Nathaniel Thayer of Muskegon was the primary owner of the Thayer Lumber Company of Muskegon. Over several years, the company operated several logging railroads in Clare, Missaukee, and Kalkaska Counties. First, between 2 January and 18 March of 1882, Thayer leased Clare County’s Lake George & Muskegon River Railroad from John L. Woods. This apparently was enough time for him to finish up logging his Clare County timber.

Thayer’s next railroad was in Missaukee County. This was a much more ambitious project. The 23 July 1885 *Muskegon Chronicle* reports that by the previous December, Swan, White & Smith had laid four miles of track in West Branch Township of Missaukee County. The same article also notes that the Swan, White & Smith railroad connected with the Thayer Lumber Company’s line, in Forrest Township. Evidently, the two railroads merged and became the West Branch Railroad (WB) under Thayer’s ownership. The 1887 Poor’s Directory of Railway Officials describes the WB as nine miles long, 36-inch gauge, with two locomotives and 40 log cars. It operated thirteen miles of track when the 1890 edition of Poor’s Directory of Railway Officials was published. The WB crossed the Louis Sands logging railroad in Section 17 of Forrest Township and probably received supplies via that line. The WB dumped logs at two places along the West Branch of the Muskegon River: the first was at a trestle built up-river from Hooper Dam; the second was at a dump in Section 31 of Enterprise Township. Although this railroad was abandoned in 1895, its right-of-way was reused by Hovey & McCracken, beginning in 1897.

The locale between Missaukee and Kalkaska Counties was the place where the Thayer Lumber Company built its last logging grades. In that region, Thayer bought one of Michigan’s last remaining large stands of white pine. The year was 1897, shortly before the Grand Rapids, Kalkaska & Southeastern Railroad (GRK&SE) entered Missaukee County, reaching its southern terminal at Stratford.

The Thayer Lumber Company built segments of standard gauge railroad that originated from the GRK&SE at Halsted and Naples in Kalkaska County, and at Stratford in Missaukee County. Logs were transported to Muskegon over the Pere Marquette Railroad, which controlled the GRK&SE. Southeast of Sharon, Railroad Logging from 1882-1909 in Southern Kalkaska and Northern Missaukee Counties has a nice description of all these Thayer grades. In addition, the book reveals that the Smith & Hull Lumber Company also operated out of Stratford.

It is not known precisely when the Thayer Lumber Company finished harvesting its timber near Stratford. However, there must not have been any significant logging activity at the south end of the GRK&SE by 1915, when the rails between Stratford and Spencer were pulled up.

### **John Vogel Tram Road**

John Vogel is mentioned in the 29 March 1878 *Grand Rapids Eagle*. He is said to have purchased concave wheels for a tram road near Vogel Center, in Clam Union Township. Vogel bought timberland in the area and also a site for a dam on the Clam River, in Section 27 of the same township. The path of the tram could not be located using recent aerial photographs, perhaps because of extensive farming in the area. It seems reasonable that the line terminated somewhere upstream from the dam, in Section 27, 21, or 20, and operated south of the river.

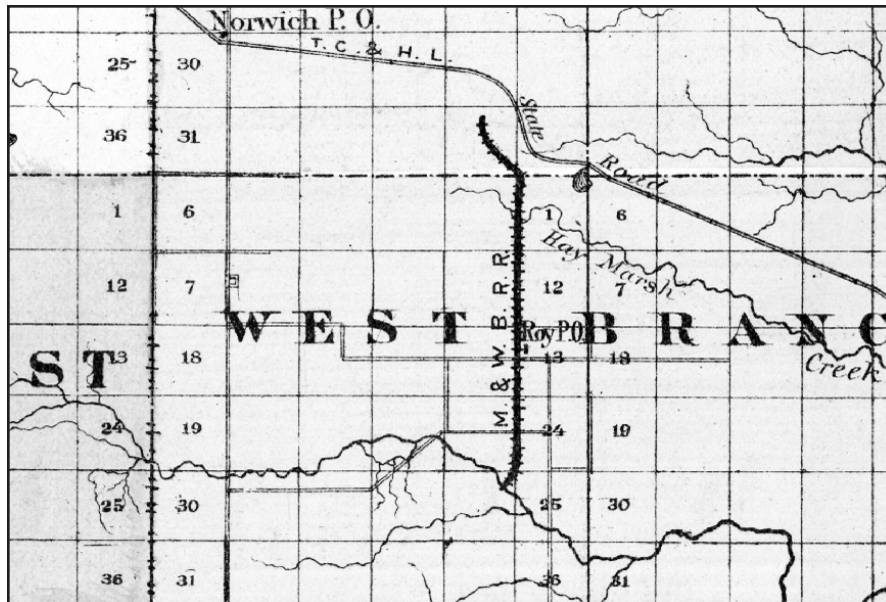
### **Watson Brothers Railroad**

William and James Watson were Cadillac lumbermen who organized their business as Watson Brothers. Various lumber journals from 1878 and 1879 mention that they had a logging railroad running from the Butterfield Creek area to the Muskegon River. A Crippen-built Shay locomotive was used on the line. Steven Koster’s *The Early History of Missaukee County: A Reader* reports that the Watson railroad was twelve miles long and used wooden rails. Some of the line was also routed to a log dump on the Clam River. The brothers eventually went bankrupt and their line is not listed in the 1885 Twelfth Annual Review of the Lumber and Shingle Product of the Northwest. No map displaying the Watson Brothers railroad has been discovered. The path suggested on page 183 is based solely on journal descriptions and the constraints of terrain present on topographical maps. It could not be visualized on recent aerial photographs.

## West Branch & Moorestown Rail Road

The West Branch & Moorestown Rail Road (WB&M) was incorporated 9 February 1882 with J. Henry Moores as the principal owner. Logging along this 36-inch gauge line began in July of that year, using a 10-ton Lima Shay locomotive named “Josie.” Michigan’s Logging Railroad Era, 1850-1963 mentions that Moores was already logging at Fife Lake; there, he used a Shay locomotive on a three-mile railroad built with wooden rails. That line extended east, into Kalkaska County, and has not been located.

*History of Moorestown*, by Fred C. Hirzel, reports that a second Shay locomotive, the “J. Henry Moores,” was transported by sleighs to the WB&M in December of 1882. Figure 27-8 is part of the Missaukee County map in the 1884 Takabury’s Atlas of the State of Michigan. The railroad is visible in West Branch Township. Moores was president of the railroad until sometime in 1885, when John Torrent assumed that office. Thereafter, Moores was no longer on the board of directors. *History of Moorestown* notes that Moores finished logging in May of 1887 and sold the railroad and logging equipment to Edwin P. Stone; Stone moved the railroad to a new location, east of its original position. By 1895, Hovey & McCracken had laid rails



27-8 1884 WB&M on Tackabury’s Atlas

(which had been removed from the Muskrat Lake & Clam River Railroad) on much of the original WB&M grade, and were using it to harvest their own timber.

## George E. Woods Railroad

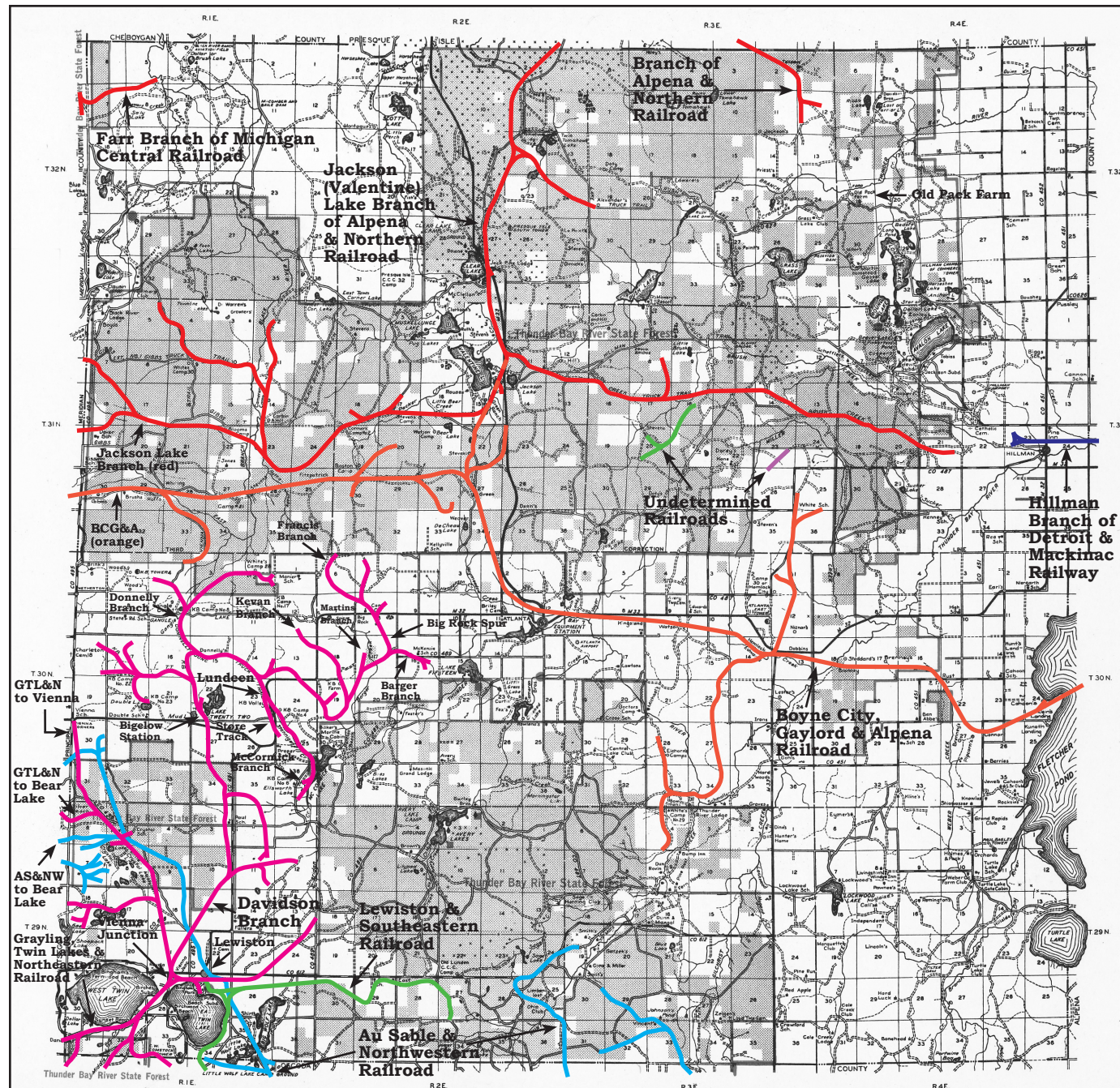
Very little is known about the logging railroad operated by George E. Woods. The line is mentioned, with few details, in the 17 January 1885 *Northwestern Lumberman*. Some of its grade is visible in Figure 27-2. Woods’ railroad dumped logs into the Clam River, in the northeast quarter of Section 28, in Lake Township. From the dump, the mainline stretched southeast to enter Wexford County in Section 36 of Haring Township. The line was not mentioned in several 1887 lumber journals.

## Unidentified Railroads

William Addis logged in Missaukee County in 1879 using a tram railway. Previously, he had operated a railroad in Wexford County. The 6 December *Northwestern Lumberman* reports that Addis was dumping logs into the Clam River. A location was not disclosed. Subsequently, he controlled the Spring Harbor & Boyne Falls Railroad in Charlevoix County.

The 27 May 1882 *Northwestern Lumberman* reports that E. T. McClure operated a 0.5-mile tram road with headquarters at the village of Muskrat Lake (now Lake City). An exact location is not specified, although the article mentions that the line connected with “The Round Lake Branch” of the GR&I. Evidently, what would shortly thereafter be called “the Missaukee Branch” of the GR&I had not yet reached Mitchell (Jennings), but was already operating as far east as Round Lake. Thus, the tram could have been in the northwest part of Missaukee County’s Lake Township, or perhaps in Haring Township of Wexford County.





Montmorency County Railroads



## Montmorency County

### Kneeland-Bigelow Company Railroad

David M. Kneeland and Charles A. Bigelow incorporated the Kneeland-Bigelow Company at Bay City in 1901. In October of that year, they acquired a Bay City mill located on South Water Street. Herman Lunden became vice-president of the business in 1902. Soon after its formation, the corporation bought 7,000 acres of hemlock and hardwood timber in Montmorency County.

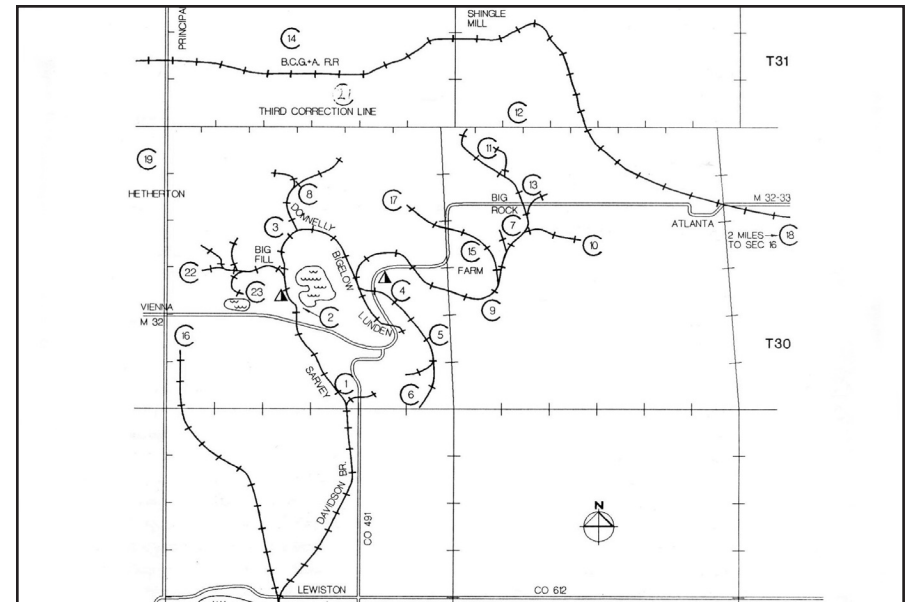
Both Kneeland and Bigelow were engaged in other lumber-related enterprises. The Kneeland-Buell & Bigelow Company was formed in 1905. It purchased the Hall sawmill in Bay City from the Wylie & Buell Lumber Company, and put Frank Buell in charge of all logging operations. In 1912, this company became the Kneeland, Lunden & Bigelow Company.

In addition to Montmorency County, these companies procured logs in the counties of Antrim, Charlevoix, Cheboygan, Oscoda, Otsego, and Presque Isle. Those operations were sited along the Boyne City, Gaylord & Alpena Railroad, the Detroit & Charlevoix Railroad (Pencil Lake Branch), and other branches of the Michigan Central Railroad (MC). The 26 May 1911 *Cheboygan Democrat* reports that the Kneeland-Bigelow Company had recently bought 1,440 acres of timberland in Otsego County. That land came from the estate of David Ward and was located “west of the line of the Mackinaw Division on the Michigan Central Railroad.” It consisted primarily of property in Sections 3 through 5, and 8 through 11 of Hayes Township (Township 29 North, Range 4 West). A comprehensive history of this company can be found in Lumbering In Early Twentieth Century Michigan, The Kneeland-Bigelow Company Experience.

Montmorency County contained the largest concentration of Kneeland-Bigelow timberland. In 1900, the MC’s Grayling, Twin Lakes & Northeastern Railroad (GTL&NE) built a new segment of track. It led north, from Vienna Junction (immediately west of Lewiston) to Lunden (Lunden). The GTL&NE designated it as the Davidson Branch. Lunden was situated in Section 23 of Vienna Township (Township 30 North, Range 1 East) and the area surrounding it would become known as the Kneeland-Bigelow Valley.

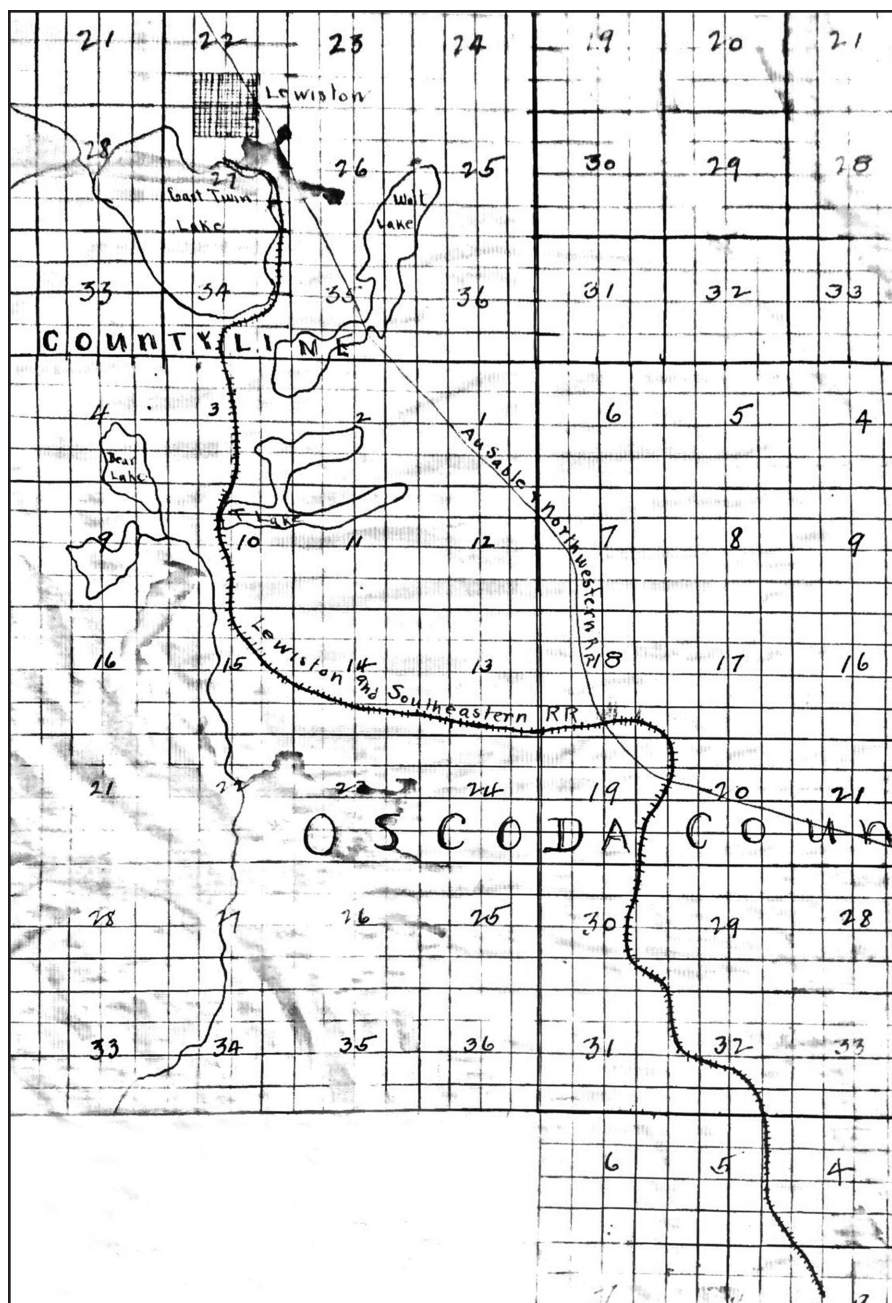
The Jackson, Lansing & Saginaw Railroad (JL&S) acquired title to the GTL&NE in 1901 and leased it back to the MC. During 1904, the MC built a number of subdivisions along the Davidson Branch. These include the Donnelly Branch, Davidson Wye, Kevan Branch, Martins Branch, Barger Branch, Francis Branch, and the McCormick Branch. Later, the Big Rock Spur was constructed, which also originated from the Davidson Branch. All of these subdivisions were used primarily for logging Kneeland-Bigelow Company timber.

Until sometime after 1906, logs were dragged directly to the Davidson Branch for loading. The 3 September 1910 *American Lumberman* notes that the Kneeland-Bigelow Company operated a horse-drawn pole road over its timberland in Township 30 North, Range 1 East. The map on page 191 indicates that there were numerous logging camps there, identified as KB Camps 4, 6, 8, 17, 22, 23, and 28 (White’s). The location of camps corresponding to the missing



28-1 Kneeland-Bigelow Company Camps





28-2 1896 Initially Proposed Route of L&SE

numbers can be found in Lumbering In Early Twentieth Century Michigan, The Kneeland-Bigelow Company Experience (see Figure 28-1). There is little doubt that a warren of pole road rights-of-way existed in the area around each camp. Most were used transiently, and have not been located.

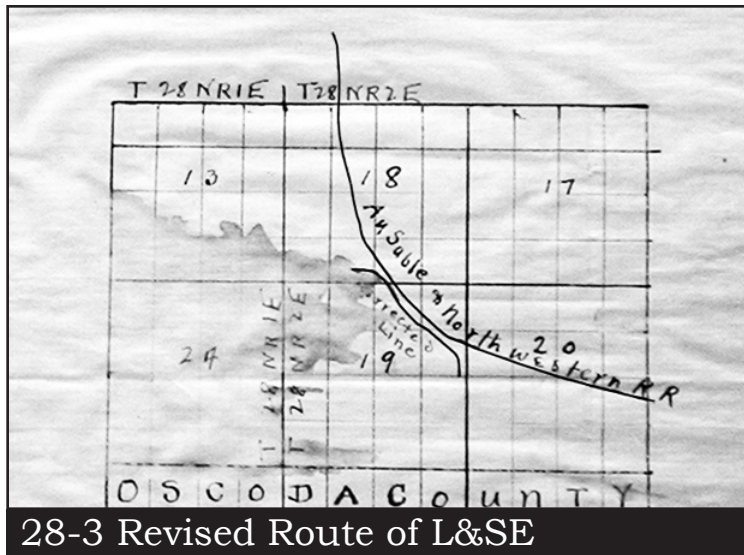
In Montmorency County, the MC maintained the track and ran trains over the Davidson Branch until 1925. That year, the Kneeland-Bigelow Company took over train operations at a point four miles north of Lewiston. From then on, a locomotive leased from the MC hauled Kneeland-Bigelow Company logs until all remnants of the Davidson Branch were removed in 1929.

### Lewiston & Southeastern Railroad

Knowing that the Grayling, Twin Lakes & Northeastern Railroad would reach the future location of Lewiston in 1892, the Michelson & Hanson Lumber Company erected a sawmill at that site. As early as 1891, preparations were under way to supply that mill by use of a logging railroad. That line would be incorporated a few years later as the Lewiston and Southeastern Railroad (L&SE). Although headquarters were at Lewiston, most of the roadbed was in Oscoda County.

The L&SE was incorporated 25 May 1896. This was done primarily to give Michelson & Hanson greater leverage in negotiations with the Au Sable & Northwestern Railroad (AS&NW). The L&SE wanted to be granted two grade crossings over the AS&NW, in Oscoda County. However, at least initially, the AS&NW was reluctant to allow the crossings. One of the desired crossings was in Section 18 of Elmer Township (Township 28 North, Range 2 East); the other was on the border of Sections 19 and 20 of the same township. Figure 28-2 is part of a L&SE map filed at the time of incorporation and preserved at the Archives of Michigan. Evidently, the requested crossings were not granted right away, for a revised map was prepared and approved by the Michigan Railroad Commission 30 July 1896. Figure 28-3 shows the area of revision.

As a corporation, the L&SE was required to make annual reports to the Michigan Railroad Commission. The first was filed in 1897. That report notes that construction of the railway began 15 July 1891, with the initial phase being completed 15 December 1891. It reports that in 1897, the mainline was ten miles long and a three-mile branch line existed. Neither the L&SE nor the AS&NW reported crossing the other line, suggesting that the revised route, eliminating the two grade crossings, was in use.

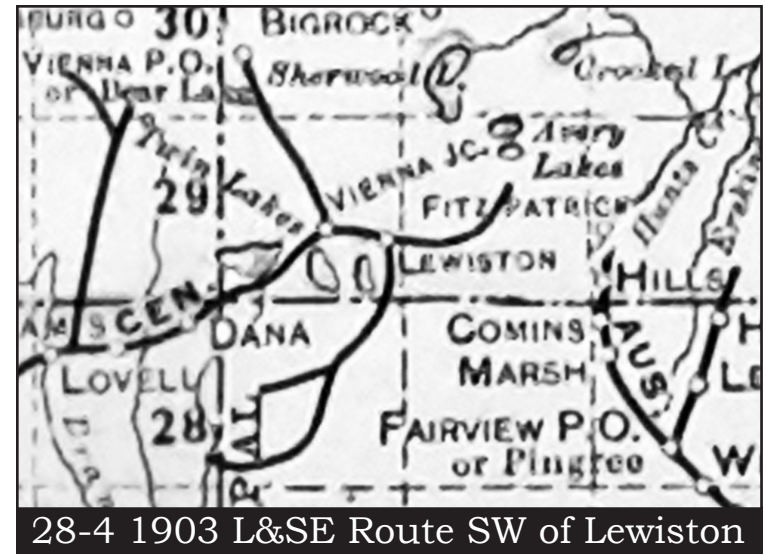


28-3 Revised Route of L&SE

But in 1899, the AS&NW abandoned its right-of-way through the area shown in Figure 28-3. Sometime later, the L&SE began to use the originally proposed grade, as well as a branch line leading farther east into Sections 17, 16, and 15 of Elmer Township.

Lewiston In The Lumbering Era has useful information about the history of the L&SE and provides an excellent map of grades around Lewiston, and in Oscoda County. The author points out that often, it is impossible to know whether a particular right-of-way in this region was used by the L&SE, AS&NW, or even both, at various times.

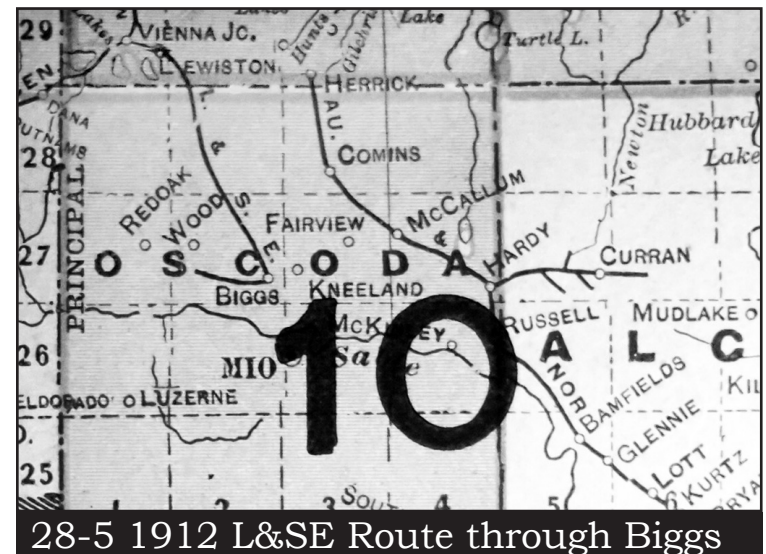
As with most logging railroads, the track plan of the L&SE varied over the years, as new tracts of timber were purchased. Figure 28-4, part of Cram's 1903 *Michigan*, suggests that only grades south and southwest of Lewiston were being operated then. Shortly thereafter, however, the original mainline to the southeast must have been reopened. Earlier published histories disagree about how far southeast the L&SE subsequently reached. Figure 28-5, from Cram's 1912 *Atlas of the World*, indicates that the line passed through the village of Biggs before turning west. Lewiston In The Lumbering Era implies that this course is probably a correct representation: "During 1903 and 1904, M & H (Michelson & Hanson) purchased 2816 acres of Agricultural College land grants in Townships 27N-2E and 27N-3E for \$61,117. This was three to four miles east of Muskrat Lake and extended south across present County Road 608." Reinforcing the



28-4 1903 L&SE Route SW of Lewiston

accuracy of the map displayed in Figure 28-5 is the fact that Biggs is on the western edge of Township 27 North, Range 3 East.

In the logging railroad section of the 1910 *Polk's Lumber Directory*, the L&SE still lists three locomotives operating over fifteen miles of track. But the Michelson & Hanson timber had been exhausted. The railroad was abandoned later that year.



28-5 1912 L&SE Route through Biggs







# Ogemaw County

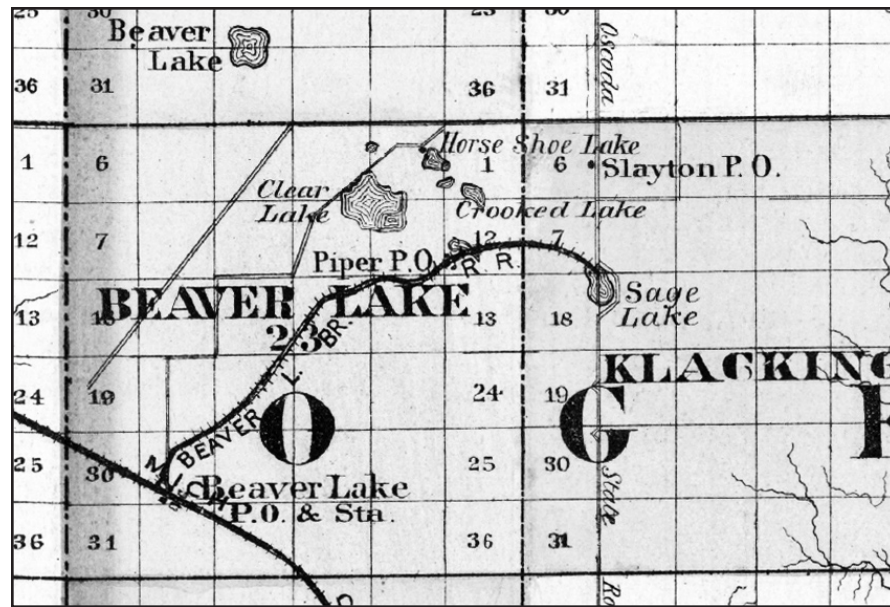
## George H. Ambrose Railroad

In the early 1870s, George H. Ambrose was an employee of Nathan Mears in Chicago. By 1880, he was a partner in the Chicago business of Ambrose & Brooks. Michigan's Logging Railroad Era, 1850-1963 reports that in 1882, the firm of George Ambrose & Son commissioned a survey for a five-mile railway between the village of Piper, on the Beaver Lake Branch of the Michigan Central Railroad (MC), and Crooked Lake (now known as Ambrose Lake). Figure 29-1 comes from the 1884 Takabury's Atlas of the State of Michigan and includes the Beaver Lake Branch. Michigan Railroad Lines mentions that the Beaver Lake Branch reached Sage Lake, its eastern terminal, about 1885. Perhaps the MC used some of the Ambrose grade in

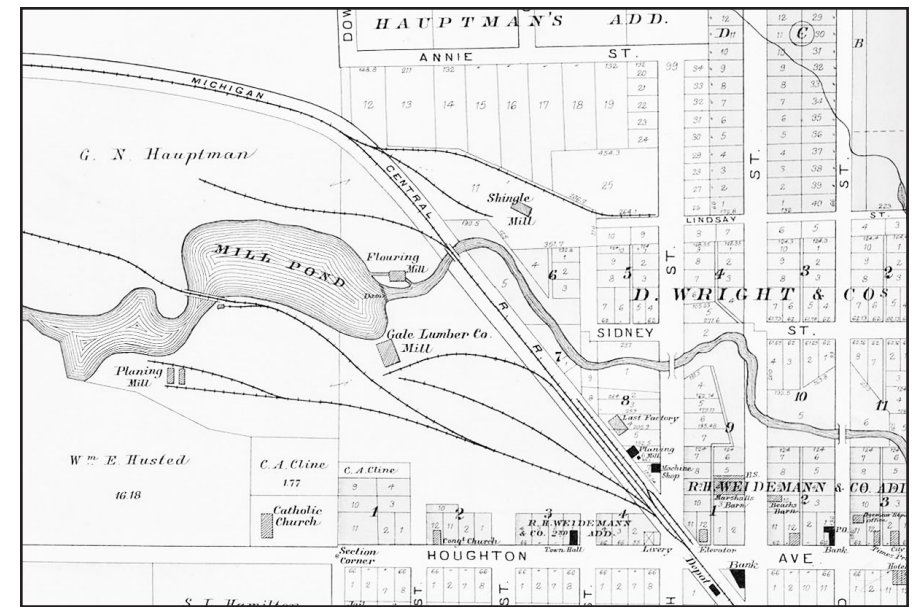
order to reach Sage Lake. In any event, a station along the Beaver Lake Branch, between Piper and Sage Lake, was called "Ambroses." It was located in Section 12 of Foster Township (Township 23 North, Range 1 East). No record of the abandonment of Ambrose's railway could be found. Certainly, it must have been gone by 1892, when the entire Beaver Lake Branch was removed.

## Batchelor Timber Company Railroad

Henry A. Batchelor was president of the Batchelor Timber Company, located at Saginaw. In 1906, the owners of the Gale sawmill at West Branch had exhausted their own timber, and that mill was sold to the Batchelor Timber Company. Figure 29-2, from the 1903 Plat



29-1 1884 Beaver Lake Branch of MC



29-2 1903 Gale Lumber Mill at West Branch



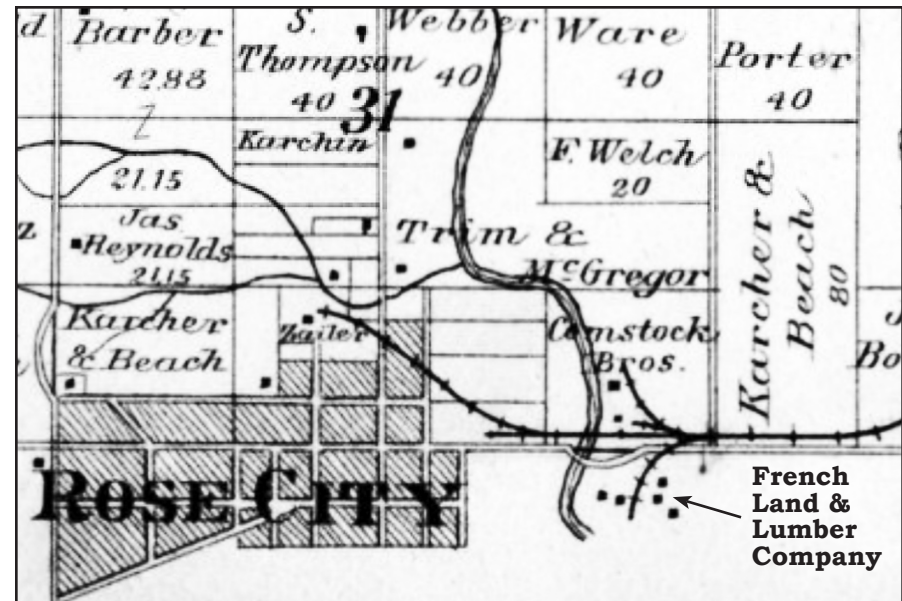
Book of Ogemaw County, shows the location of the mill on the west side of the village of West Branch. Michigan's Logging Railroad Era, 1850-1963 implies that the Batchelor Timber Company operated a railroad, and cites the "1906 American Lumberman Industrial Directory" as the source of this statement. Unfortunately, such a named reference could not be located using several search engines, including WorldCat. The 1910 edition of Polk's Lumber Directory and the 1915 edition of the American Lumberman's Sawmill Equipment Register do not indicate that Batchelor's company used a railroad during those years. On the other hand, Figure 29-2 indicates that in 1903, at least one track headed west from the region of the Gale sawmill. This may have connected to features still visible on recent topographical maps and aerial photographs. Those features are labeled "Undetermined" in the map on page 195, and could represent a grade used by the Gale Lumber Company, the Batchelor Timber Company, or both.

### **French Land & Lumber Company**

Statements in Michigan's Logging Railroad Era, 1850-1963 imply that the French Land & Lumber Company, headquartered at West Branch, operated a logging railroad in Iosco County. However, no evidence of such a line could be found in either Iosco or Ogemaw Counties.

Portrait and Biographical Record of Northern Michigan reports that Myron Hela French organized the French Land & Lumber Company 11 September 1892. French, a banker at West Branch, together with Allen Rose, induced the Detroit, Bay City & Alpena Railroad (DBC&A) to lay track from Iosco County to Rose City, in Ogemaw County. Later, that right-of-way was absorbed into the Detroit & Mackinac Railway. At Rose City, French constructed a heading mill on the east side of the community, immediately east of Houghton Creek. The mill fabricated wooden lids for barrels. The company was said to control 16,000 acres of timberland in the area.

The French Land & Lumber Company failed in 1897 and the mill was sold. In 1905, the heading mill was owned and operated by the Rose City Manufacturing Company. Figure 29-3 is part of the 1903 Plat Book of Ogemaw County. The mill site was on the south side of East Main Street.



**29-3 1903 Track Plan at Rose City**

### **Henry Gamble Tram Road**

The 12 April 1878 *Muskegon Chronicle* reports that due to lack of snow, Henry Gamble had installed a 2.5-mile tram road to move his logs cut in the vicinity of the Rifle River. Gamble could not be found, as a grantee, in Ogemaw County deeds from 1878 or before. However, numerous land purchases in 1879 show him lumbering in Sections 11 and 12 of Cumming Township and Sections 4, 9, and 21 of Mills Township (Township 21 North, Range 3 East). Perhaps the tram was in or near one of those locations.

### **Roswell G. Horr Tram Road**

Roswell Gilbert Horr was a lawyer, by profession, who resided in East Saginaw. The 27 October 1878 *Gladwin County Record* describes his logging operation. Some logs were placed into the East Branch of the Tittabawassee River, in northeastern Gladwin County, while others were sawed at Horr's mill. His mill was located at Summit Station, on the MC, at the east end of an Ogemaw County tram road. The tram was built to a gauge of 6 feet, powered by horses, and four miles in length. Michigan's Logging Railroad Era, 1850-1963 reports that a fire consumed the mill in 1879, and Horr became insolvent.

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Summit Station was the site of a short-lived, but intense spurt of timber-related activity in the late 1870s. It was situated slightly less than 0.5 mile north of the Arenac County line. Michigan's Logging Railroad Era, 1850-1963, reports that in 1879, Summit was the shipping point for 50 lumber camps, the largest number for any station on the MC. It probably was the terminal for several skid roads. The same publication listed loggers who consigned timber to the railroad for shipment from Summit Station. They were: E. Loxly, John McKay, Robert Stewart, Bunce & Bros., B. Mills, Pitts & Cranage, Thomas Toohey, J. G. Owen, M. MaGinniss, D. W. Rust & Co., Amasa Rust, C. P. Hess, Frank Kirby, N. Barnard, P. Sheridan, Bennet & Ross, Williams & Osborn, W. Grandsen, A. B. Paine, Bliss & Bros., John Ready, Montross & Scott, Chas Woods, J. C. Brown, R. G. Horr, McLean & Son, G. Campbell, P. Carpenter & Co., J. P. Kroll, W. H. Edwards, C. K. Eddy, J. Johnson, Culver Bros., S. A. Livingston, D. Wright & Co., and Luther Gordon.

### **Mosher & Fisher Railroads**

The partnership of Mosher & Fisher was comprised of Alfred Mosher of Troy, New York, and the Honorable Spencer O. Fisher of West Bay City, Michigan. They had timber holdings in several counties and sent most of their logs to West Bay City by rail. One probable exception involves an 1882 agreement to purchase timber from Seth McLean, who had been logging since 1876 near Summit, in southern Ogemaw County. McLean is known to have had a tram road in the northeast corner of Gladwin County, over which he transported timber to his log dump on the Tittabawassee River. However, it's not known if the tram was used for logs sold to Mosher & Fisher, or if McLean hauled them to Summit using an as yet undiscovered segment of railroad.

Mosher & Fisher also had a separate logging railroad; it was in Ogemaw Township of Ogemaw County. It was referred to as "the Fisher Logging Railroad" when the 19 August 1882 *Northwestern Lumberman* reported that J. B. Meyers and Company would extend the Fisher right-of-way 0.5 mile, into the south half of Section 16, in Ogemaw Township.

Although Mosher and Fisher were buying timberland in Clare County as early as 1878, they were not known to be operating a railroad there until 1887. The April, 1887 *Clare Press* reports that they had a five-mile line "above Harrison." Virtually all the timberland that Mosher & Fisher owned was in the northeast quarter of Clare County. For

that reason, it's likely that their railroad originated from the Saginaw & Clare County Railroad (S&CC), part of the Flint & Pere Marquette system. Although their line has not been identified with certainty, a right-of-way which left the S&CC in Section 1 of Hayes Township, points in the general direction of the partner's timberland. In the 1890s, Mosher & Fisher sold the timber on much of their Hamilton Township lands to the Lansing Lumber Company of Dodge City, which was located in Section 19 of Hamilton Township.

During the 1880s, Spencer O. Fisher also had a business relationship with one Benjamin Fisher. This involved timberland in Mt. Forest, Pinconning, and Williams Townships of Bay County. Referring to Spencer O. Fisher, the 22 April 1882 *Northwestern Lumberman* reports: "there will hereafter be 7 logging tram roads running from his northern camps to Bay City, if he can acquire them." None of these trams appear to have entered the part of Bay County that became Arenac County.

### **Ogemaw Springs Railroad**

The 9 February 1881 *Lumbermans Gazette* reports that Charles H. Plummer had purchased 10,000 acres of pine forest and planned to erect a sawmill at Ogemaw Springs. That mill burned in May of 1882, and was rebuilt. By January 1883, the new mill was cutting 12,000,000 board-feet per year. The 8 August 1885 *Northwestern Lumberman* reveals that a 2.5-mile, standard gauge logging railroad had been added. It connected with the MC at Ogemaw Springs and was known, informally, as the Ogemaw Springs Railroad. The article also notes that the line was to be lengthened to 4.0 miles.

Apparently, the plan to lengthen the line involved selling it to Uberto M. Guilford and a Mr. Smith. Smith & Guilford continued to operate the Ogemaw Springs Railroad, but that arrangement did not function smoothly. A Michigan Supreme Court case covered in *The Northwestern Reporter* (Volume 40: November 17, 1888 to January 12, 1889) describes a contract dated 17 July 1885. Therein, Smith & Guilford agreed to "skid, haul, and deliver upon the cars of the Michigan Central Railroad Company at the Ogemaw Village switch at Ogemaw Village, Ogemaw County, Mich., all the merchantable white pine logs that said first party (Plummer) shall deem proper for the Saginaw market, situated and being upon Sections 21 and 28, Town 22, N., Range 1 E. . . . Also, that they (Smith & Guilford) would skid, haul and deliver at the mill of said first party (Plummer) at Ogemaw Village aforesaid, all the remainder of the white and Norway



pine and hemlock standing and being upon said section[s] . . .” The Supreme Court case involved allegations of failure to fulfill terms of the contract.

The 12 February 1887 *Northwestern Lumberman* describes the railroad at Ogemaw Springs as 5.0 miles long, standard gauge, using one 16-ton Porter locomotive, and owned by U. O. Guilford. It still appears in the 1892 edition of *Poor's Directory of Railway Officials*, with similar details given. Figure 29-4, part of Cram's 1889 *Michigan*, includes the line.

### John G. Owen Pole Road

John G. Owen was a Saginaw manufacturer of salt and lumber. The 15 June 1878 *Northwestern Lumberman* notes that he had a two-mile pole road which dumped logs into the Middle Branch of the Tittabawassee River. The 1903 *Plat Book of Ogemaw County* shows that Owen (transcribed as J. C. Owens) still owned the southeast quarter of the southeast quarter of Section 27, in Edwards Township. That particular property is on the west side of the Middle Branch. However, across the river from that parcel, a feature seen on a 1998 aerial photograph leads to the southeast. It passes through Section 35 of Edwards Township and enters Gladwin County in Section 5 of Bourret Township. That feature may correspond to the path of the pole road.

### Plummer Logging Company Railroad

The Plummer Logging Company of East Saginaw was founded by Charles H. Plummer. *Twelfth Annual Review of the Lumber and Shingle Product of the Northwest* reports that in 1884, Plummer was the owner of a six-mile logging railroad in Edwards Township of Ogemaw County. Constructed in 1878, it used a four-ton Porter locomotive on 48-inch gauge track; logs were dumped into Edwards Lake, at the headwaters of the Tittabawassee River. The 1887 and 1890 editions of *Poor's Directory of Railway Officials* note that the line was nine miles long. In 1885, Plummer acquired timber in Sections 19, 20, 21, 28, 29 and 30 of Edwards Township. Possibly the railroad had been built west from Edwards Lake, into those sections by 1890. The line no longer appears in Poor's 1892 directory.

Seemingly significant is the fact that the 1903 *Plat Book of Ogemaw County* shows a Plummer Lake (now designated as Gear Lake) in Section 5, and Plummer Creek (now Parren Creek) in Sections 9 and 10 of Edwards Township. This reinforces the notion that the



29-4 1889 Map Showing Ogemaw Springs RR

Plummer Logging Company railroad was located in that general area.

Samuel A. Plummer was a brother of Charles. Samuel's biography in the 1883 *History of Bay County, Michigan* notes that he began lumbering in 1877 and then "In 1878 he rebuilt five miles of logging railroad on the Tittabawassee River for the Plummer Logging Company, and operated the same until 1880. The following two years he was superintendant for Plummer & Bradley, at Ogemaw." Samuel went on to be Mayor of West Bay City during 1886 and 1887.

### Prescott, Miller & Company

Prescott, Miller & Company was a lumber business based in Tawas City. Charles H. Prescott was one of the principal owners. *Biographical History of Northern Michigan* notes that in the early 1900s, "The firm owns two mills, shingle and lumber respectively, located about a quarter of a mile east of Rose City." In the 1907 *Annual Report of the Detroit & Mackinac Railway Company*, two spurs had been built for use of Prescott, Miller & Company. One was 0.5-mile and the other, 834 feet. The 1908 report of the Detroit

& Mackinac Railway (D&M) notes construction of a 1,000-foot spur leading to the Prescott-Miller mill at Rose City, and completion of the first two miles of the Prescott-Miller Branch of the D&M. Further lengthening of the Prescott-Miller Branch must have taken place, but is incompletely described in the 1909 report. The report from 1910 indicates that 6.6 miles of the Prescott-Miller Branch had been abandoned. When the 1911 report was printed, the remaining 2.0 miles of the branch had been removed. The 25 March 1911 *Michigan Manufacturer & Financial Record* reports that the Prescott-Miller Lumber Company mill at Rose City had gone out of business.

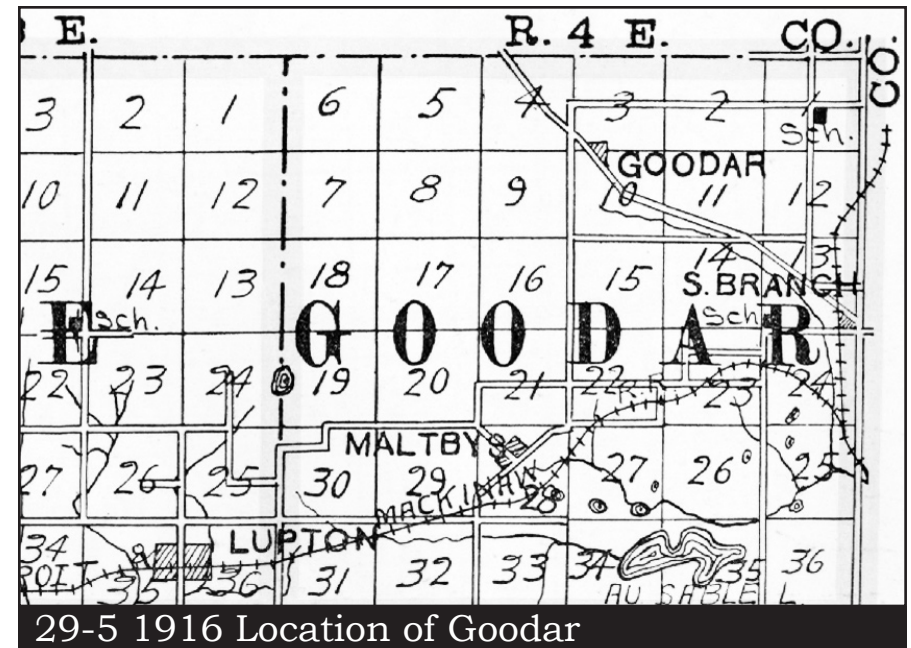
### Robinson Lumber Company Railroad

The Robinson Lumber Company was composed of Samuel A. Robinson and S. E. Eastman. The business acquired timber rights to a large area of land in 1907. Eastman, who resided in Saginaw, provided financing, while Robinson actively managed the company, in Ogemaw County. A narrow gauge logging railroad connected to the D&M at South Branch. It was built over the roadbed of an abandoned portion of the DBC&A's Loon Lake Branch. Track on that segment, from South Branch to Potts Station in Oscoda County, had been pulled up at the end of 1890.

A mill was erected at Goodar. Goodar is visible in Figure 29-5, part of Bowen's 1916 *Atlas of Michigan*. A village grew up around the mill, and thrived for a few years. The 1910 edition of *Polk's Lumber Directory* includes the Robinson Lumber Company with postal address at Goodar. Its railroad was 12.5 miles long, with one locomotive and eight log cars. The company's timber had been cut by 1914 and the mill was dismantled and moved to Oscoda. The railroad was also removed, explaining why it does not appear in Figure 29-5.

### Henry W. Sage

Henry W. Sage was a prominent lumberman who lived in New York City and had vast timber holding in several Michigan counties. His enterprises used a variety of methods for transporting logs. Sage was a principal owner and user of the Au Gres Boom Company, which probably transported the majority of his timber from the Sages Lake region of northeast Ogemaw County. But he was also associated with some railroad logging. Citing the 6 December 1882 *Lumbermans Gazette*, *Michigan's Logging Railroad Era, 1850-1963* declares that Sage "Laid rails to camps near Summit, Michigan." Summit was located in Section 35 of Horton Township. At that



time, several other lumbermen were logging in that region. Thus, it is difficult to determine if any particular grade seen with aerial photography belonged to Sage.

In southern Ogemaw County, the 1954 Michigan Department of Conservation map includes an abandoned railroad grade running through Sections 4, 5, 6, and 7 of Goodar Township, where Sage owned much of the nearby property. That grade appears to have originated from the Loon Lake Branch of the DBC&A, and may have been used to harvest Sage's timber in the vicinity.

Sage contracted with jobbers to cut most of his timber. *Michigan's Logging Railroad Era, 1850-1963* mentions that in 1887, W. P. Gorman built a three-mile logging tram road into the Sage pinery of Iosco County. The tram originated from the Loon Lake Branch (later renamed the Rose City Branch) of the Detroit, Bay City & Alpena Railroad (DBC&A). A 36-inch gauge Shay locomotive was delivered to Hale, Iosco County, Michigan in 1888, with Sage as the consignee. It may have been used to upgrade the Gorman tram. A second Shay was added in 1889.



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Aerial photography is consistent with the presence of a system of grades slightly more than three miles south of Hale. There must have been a transfer station there, since the locomotive Sage bought was narrow gauge and, by 1886, the DBC&A had been converted to standard gauge.

### **Weidemann & Hauptman Railroad**

Weidemann & Hauptman began building a logging railroad in Ogemaw County about 1883. It originated from the mainline of the MC approximately 2.0 miles south of West Branch. Weidemann died later in 1883 and in 1884, Hauptman turned over the remaining construction to the MC. The line became the Hauptman Branch of the MC. At first, it was 10.1 miles long; about 1890 it was extended farther into Roscommon County, attaining a total length of 25 miles. There, in Nester Township (Township 21 North, Range 2 West), the Hauptman Branch reused part of the grade that had been abandoned by the Houghton Lake & Barker City Railroad in October of 1887.

### **Unidentified Railroads**

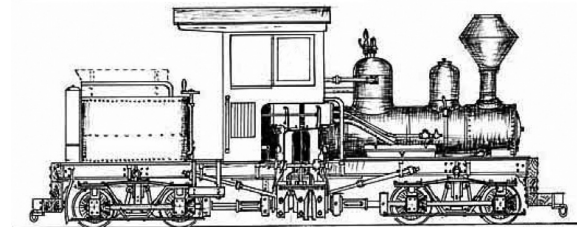
Folsom & Arnold are mentioned in the 21 May 1878 *Lumbermans Gazette*. Logs were being hauled to the Rifle River by rail. This was a Bay City partnership comprised of Alexander Folsom and Benjamin W. Arnold. A location for this line has not been determined.

The Saginaw firm of Montross & Scott was composed of Benjamin N. Montross and Andrew J. Scott. In 1877, the partners purchased land in Section 18 of Hill Township. This was the only Ogemaw County timberland for which the partners registered a deed. It was many miles distant from the Montross & Scott railroad mentioned in the 14 January 1880 *Lumbermans Gazette*. That article reports that the partners operated six miles of railroad somewhere south of West Branch, with a one-mile branch connecting to the MC. Those grades have not been located.

The 4 April 1888 *Saginaw Courier* mentions that George P. Smith, representing the Michigan Pipe Company, had built a logging railroad into pinelands along the Loon Lake Branch of the DBC&A. In 1887, the pipe company had bought land in Sections 18, 27, and 34 of Goodar Township. The logging line also trespassed on land owned by E. V. Esmond. The origin of this line must have been along a part of the DBC&A which became the Rose City Branch of the D&M. The grade remains undiscovered.

Michigan's Logging Railroad Era, 1850-1963 mentions five 1878 journal citations for a tram road operated by A. A. Townsend. It was five miles long, used iron rails, and had an associated camp on the Rifle River. No specific location was given.

John Welch was an East Saginaw Lumberman. Michigan's Logging Railroad Era, 1850-1963 suggests that he constructed a tram railway in 1878, but does not identify the particular county in which it was located. The book also states, without source citation, that Welch logged along the Rifle River as part of the firm of Weidemann, Wright & Welch in 1881. No railroad was mentioned in regard to that logging, which probably took place in Sections 1 and 2 of Horton Township. Welch had purchased property in those sections in 1880. The 1903 Plat Book of Ogemaw County indicates that Welch still owned land in Sections 5, 17, and 18 of Richland Township (Township 21 North, Range 3 East) and in Section 32 of Churchill Township. No grade constructed by Welch has been located with certainty, but Figure 4-6 suggests that a Welch Station was present about 0.25 mile southeast of Loranger.



## Osceola County

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### Benson & Everest Tram Road

The 20 July 1878 *Northwestern Lumberman* contains an article about the firm of Benson & Everest. The partners ran a steam saw and planing mill at Tustin. It was on the southwest corner of Michigan Avenue and Hemlock Street. A four-mile tram road led into the woods north of Tustin. Michigan's Logging Railroad Era, 1850-1963 cites the 21 March 1878 *Cadillac Evening News* as the source for a report that "Benson's Logging Railroad" was being used to harvest logs belonging to McCoy & Ayer. McCoy & Ayer was a Cadillac lumber company consisting of Daniel McCoy and his brother-in-law, Charles M. Ayer. Some of the McCoy & Ayer timberland was in the south half of Section 1 and in the northwest quarter of the southeast quarter of Section 11, in Burdell Township. Those lands probably were harvested using the Benson & Everest tram.

### Big Lake & Orient Railroad

Michigan's Logging Railroad Era, 1850-1963 describes the Big Lake & Orient Railroad as "A standard gauge railroad [that] extended from the eastern edge of Sears at the F&PM railroad southerly along side of the main road. Just past the Ed Hillen farm it crossed westerly toward the north shore of Big Lake." The 23 March 1878 *Lumbermans Gazette* mentions that this line was 2.5 miles long.

The map of Orient Township in the 1900 Atlas of Osceola County locates the Ed Hillen farm in the south half of the northwest quarter of Section 8. Modern aerial photographs reveal no trace of this logging railroad.

### Dennis Brothers Salt & Lumber Company

Alvin L. and Elmer E. Dennis were the proprietors of the Dennis Brothers Salt & Lumber Company of Grand Rapids. Their Osceola County railroad was closely tied to Manistee business interests, including John Canfield of the Manistee & Grand Rapids Railroad (M&GR) and the Union Lumber & Salt Company. Michigan Railroad Lines records that the M&GR began operating as far east as Dighton

in December of 1900. The line was then extended to Hartwick Switch, two miles east of Dighton, with that segment of the line becoming active 1 April 1902. A branch line, which I shall call the Hartwick Branch, traveled south from Hartwick Switch. The M&GR completed its mainline to Marion in January of 1906.

A deed recorded 29 April 1903 reveals that the Union Lumber & Salt Company and Charles J. Canfield, of Chicago, sold a large amount of Osceola County timberland to the Dennis Brothers Salt & Lumber Company. All the properties were located either along the future M&GR mainline, east of Dighton, or to the south, near the Hartwick Branch. The document includes the sale of logging camps, equipment and supplies. It mentions that the Union Lumber & Salt Company retained ownership of some of the logs in Hicks Lake, if those logs had been cut on contract with other parties during the previous season. A railroad (the Hartwick Branch) was noted to be present at Hicks Lake.

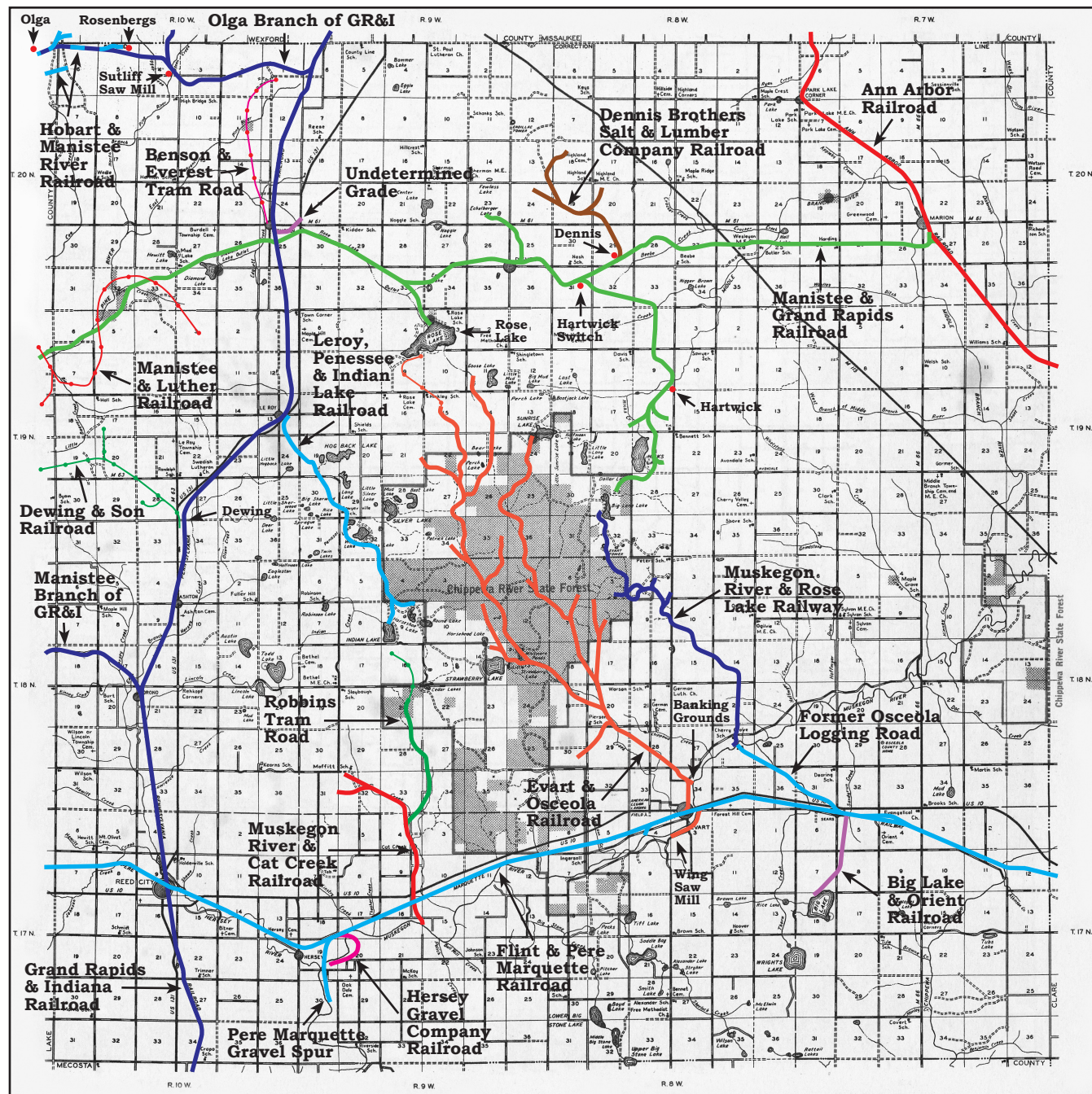
Aside from logging along the Hartwick Branch, the Dennis Brothers Salt & Lumber Company constructed its own segment of logging railroad. It originated 1.5 miles east of Hartwick Switch, at a place which came to be known as Dennis; it traveled north and then west. The line appears immediately east of Dighton in Figure 30-1, which comes from a map designated *Michigan and Wisconsin* and is part of Cram's 1909 The Art of Our Country.

The company used one Climax locomotive. The engine is visible in Figure 30-2, courtesy of the Wexford County Historical Society.

### W. G. Dewing & Sons Railroads

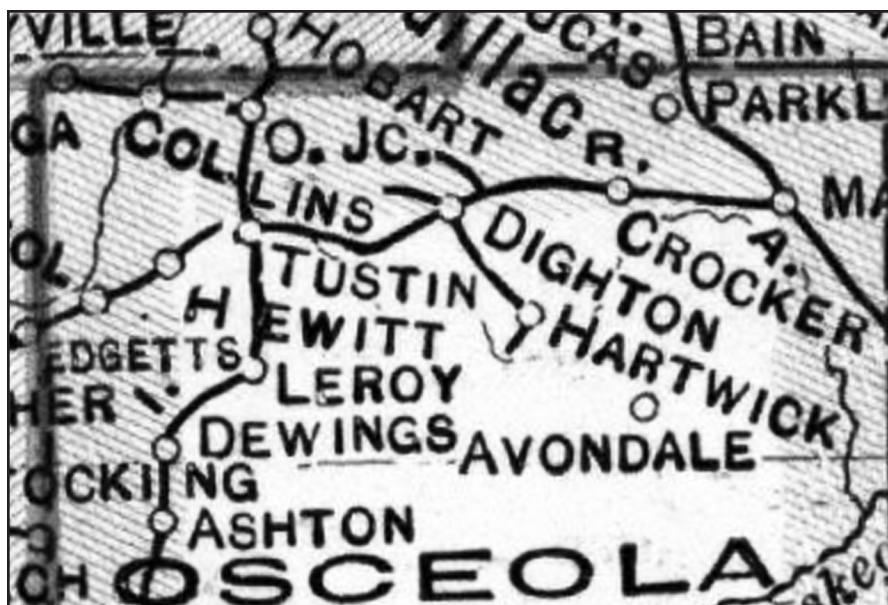
Several members of the Dewing family of Kalamazoo were involved in Michigan's lumber and wood products industries. William Goss Dewing was the father of three sons: William Sheldon Dewing, Charles A. Dewing, and James H. Dewing. Until the death of William Goss Dewing in 1884, these men conducted business formally as W. G. Dewing & Sons, but usually their business was called Dewing & Sons.





Osceola County Railroads





30-1 1909 Dennis Bros. RR East of Dighton



30-2 Dennis Brothers' Climax Locomotive

The company obtained logs from Wexford County as early as 1877. That year, the 24 November *Lumbermans Gazette* reports that the company was logging in Sections 19, 22, and 27 of Cedar Creek Township. *Michigan's Logging Railroad Era, 1850-1963* notes that in 1878, the company leased the Brandenburg, Bockes & Company mill at Manton, two or three miles north of the sections being logged in 1877. By 1882, a new sawmill was operating on Cedar Creek, immediately northwest of Manton. The 13 May 1882 *Northwestern Lumberman* states that the mill was on a lake some ten miles north of Cadillac, in Section 4 of Cedar Creek Township. The article adds that Dewing & Sons also operated a logging railroad in Missaukee County. Several years later, the 1891 Rand, McNally & Company's *Lumberman's Directory* lists a pine sawmill operated by "Dewing & Sons" at Hobart, in southeast Wexford County.

The Missaukee County operation supplied logs to the mill that the Dewings established there in 1878. That mill was situated next to Crooked Lake, close to the place that later would become the village of Jennings. The railway constructed to serve the mill was called the Missaukee County Logging Railroad. It traveled a short distance north of the mill and then split into branches leading to Sections 21 and 31 of Caldwell Township. Finished lumber must have been transported to the mainline of the Grand Rapids & Indiana Railroad (GR&I) at Haring, using the railroad of Ephraim Shay (see Figure 35-21).

Mitchell Brothers & Murphy arrived in that area in 1882, bought the Dewing & Sons' mill, and subsequently constructed a much larger sawmill. The 1906 *Standard Atlas of Missaukee County* reveals that Dewing & Sons still owned most of the south half of Section 21, and the west half of Section 31, in Caldwell Township. The Missaukee County Logging Railroad was overseen by James Murray. He also managed Dewing & Sons' Osceola County mill, near Ashton.

The company's business in Osceola County centered on a sawmill at Dewing's Siding, approximately two miles north of Ashton. In describing Le Roy Township, the 1884 *Portrait and Biographical Album of Osceola County* explains that "At Dewing's Siding the Ashton Lumber Company have their lumber mill, and a general store. Capacity of mill, 30,000 per day. The members of this company are Dewing, Halladay & Watson." Regarding the village of Ashton itself, the book mentions that two sawmills were located nearby: Purchase & Son, and Brett & Brothers.



Figure 30-3 comes from the 1900 Plat Book of Osceola County, Michigan. It displays the region surrounding Dewing Post Office. Portrait and Biographical Album of Osceola County notes on page 301 that Henry L. Watson had been previously employed by Dewing & Sons at Baldwin. That business was transferred to Leroy Township in the fall of 1880; Watson moved to Ashton at that time. Next year, a 36-inch gauge railroad was running from Dewing's Siding, with James Murray in charge. It reached at least as far west as the Little Manistee River, in Lake County. The 17 August 1881 *Lumbermans Gazette* reports "Hersey Outline: S. Delzell says that a large sawmill and shingle mill are being built in Ellsworth Township, Lake County, and the Dewing railroad will be extended to that point, which is on the Little Manistee River."

The Ashton Lumber Company, with headquarters at Ashton, was formed in the spring of 1883. As mentioned earlier, the company's mill was at Dewing's Siding. James H. Dewing, who resided in Kalamazoo, was president. Henry L. Watson was secretary. By 1884, Watson was living in Kalamazoo. Frayer Halladay (whose first name was erroneously transcribed as Thayer in the 1884 R. L. Polk & Company's Ashton Directory), was treasurer. Halladay owned real

estate in Lake County as can be seen in the 1900 Land Ownership Map of Lake County. It consisted of the east half of the southwest quarter of Section 24, in Ellsworth Township. The 1900 Atlas of Osceola County indicates that Halladay also possessed the south half of the southwest quarter of Section 19, in Le Roy Township. It seems reasonable that the Dewing & Sons railroad, running west from Dewing's Siding to the mill in Lake County, would have passed through those properties. The exact path of that right-of-way has not been confirmed.

When this Dewing & Sons railroad was removed is unclear. The Manistee Branch of the GR&I was constructed in 1882. Traveling along the Little Manistee River, it must have passed quite near the sawmill at the west end of Dewing & Sons' railroad.

In 1883, the Dewing & Sons company was building a new line in Allegan County, the Allegan & Lake Shore Railroad.

### Evart & Osceola Railroad

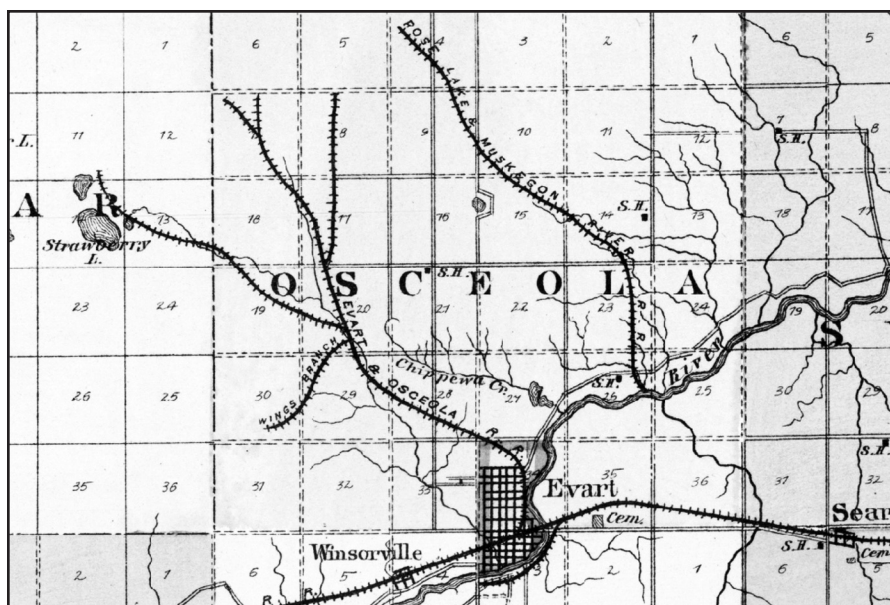
The organizational structure of the Evart & Osceola Railroad (E&O) was complex. It was never incorporated, and Michigan's Logging Railroad Era, 1850-1963 mentions that this standard gauge line was tied to a number of different logging enterprises. Figure 30-4 comes from the 1878 Titus Atlas of Osceola County, Michigan. The Wing's Branch, originating from the mainline of the E&O in Section 20 of Osceola Township, was one of two parts of the line used by G. L. & D. E. Wing. The other portion left the mainline of the Flint & Pere Marquette Railroad (F&PM) immediately east of Evart and traveled southwest to the Wing's sawmill, on the south side of the Muskegon River.

The Beidler Manufacturing Company of Muskegon was the other major backer of the E&O. Consisting primarily of Jacob and Henry Beidler, the company had extensive business dealings in Chicago. D. & E. Leboeuf were jobbers who cut the Beidlers' timber and delivered it to the E&O banking grounds on the Muskegon River. The banking grounds were located in the northeast part of Evart. That facility is visible in Figure 30-5, which also comes from the Titus atlas.

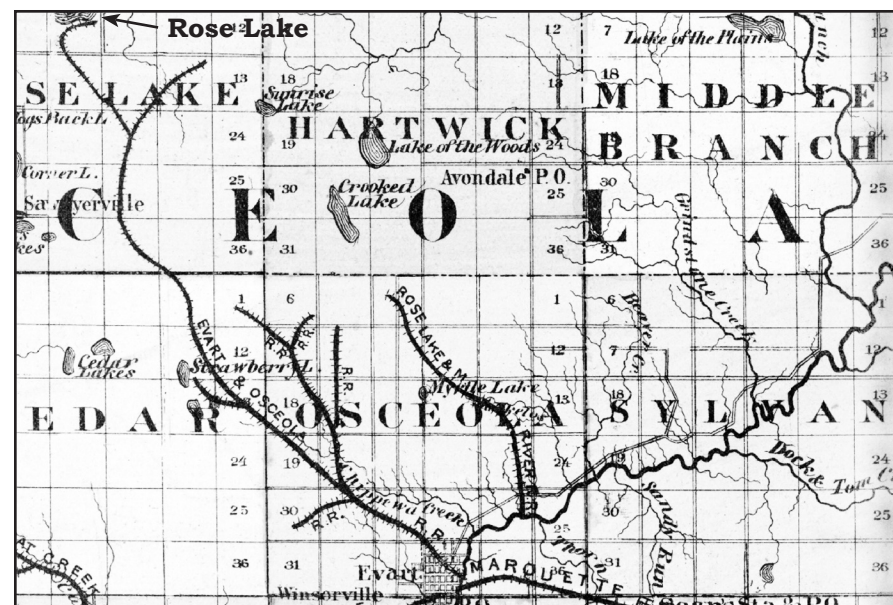
In 1879, Peter McFarlane and his associates, J. C. Dexter and John Hurd, bought the E&O. Previously, late in 1878, McFarlane had sold his interest in the Muskegon River & Rose Lake Railway. The 24 December 1881 *Northwestern Lumberman* reports that a four-mile



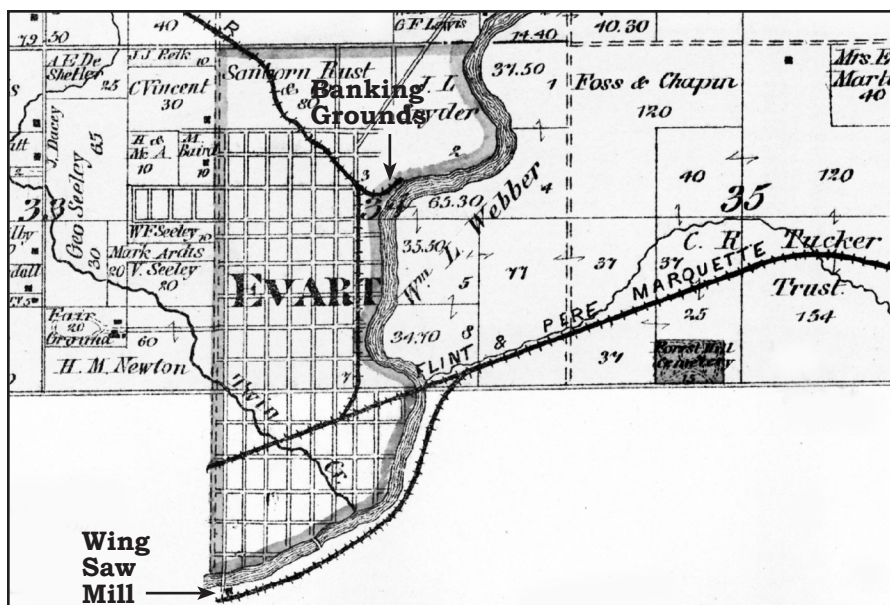
30-3 1900 J. Dewing Land near Dewing P. O.



30-4 1878 Map Showing the E&O and MR&RL



30-6 1884 E&O Terminates at Rose Lake



30-5 1878 Railroads at Ewart

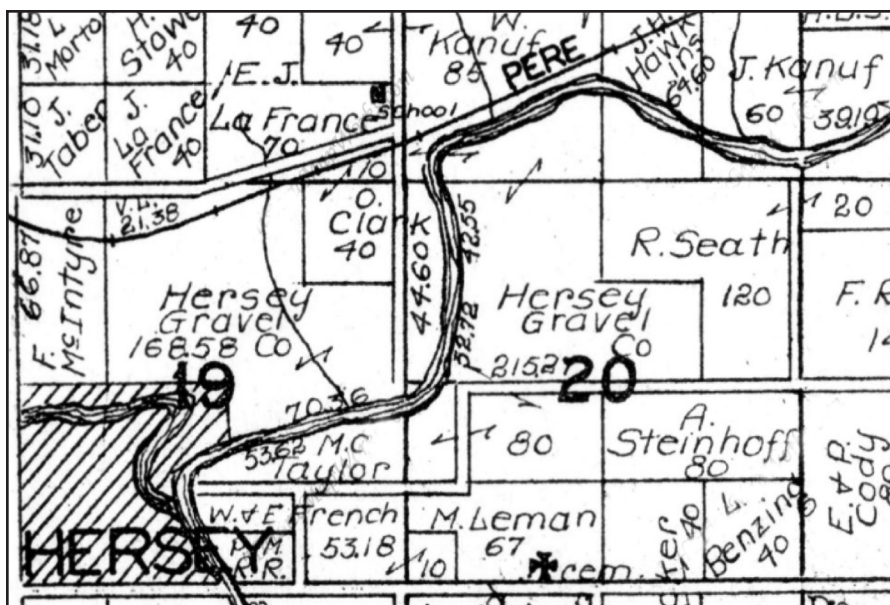
extension of the E&O mainline was being built. Those rails were part of a proposed line to Cadillac which was never completed. The tracks entered Section 26 of Rose Lake Township and were supposed to connect with the tram railway of the Swan, White, and Smith Company, in Section 13 of that township.

Figure 30-6 is part of the Osceola County map that appeared in the 1884 Takabury's Atlas of the State of Michigan. By then, the railroad had reached the south shore of Rose Lake. The E&O did not appear in the 1885 Twelfth Annual Review of the Lumber and Shingle Product of the Northwest; it may have been abandoned by then.

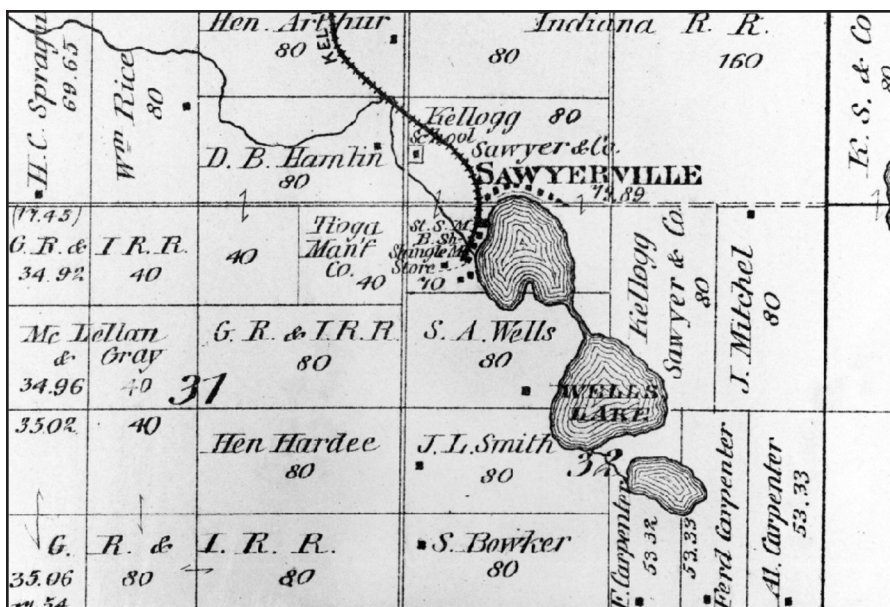
### Hersey Gravel Company

Michigan Railroads and Railroad Companies describes the Hersey Gravel Company as a "private industrial road." It is not clear when tracks were installed leading to the company's gravel pit, southeast of Hersey. Figure 30-7, part of Hixon's Atlas of Osceola County from the 1940s, demonstrates the gravel pit properties owned by the business. In the 1954 Department of Conservation map of Osceola County, railroad grades located there were depicted as active.

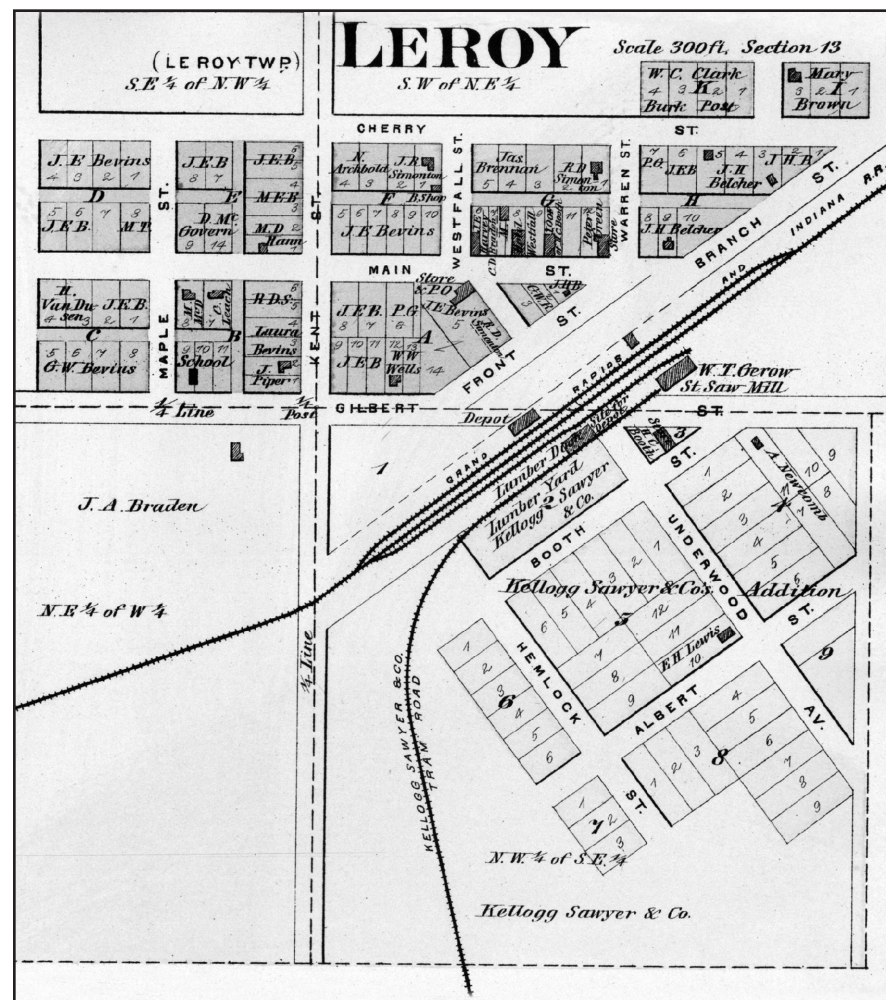




30-7 1940s Hersey Gravel Company Properties



30-8 1878 Lakeview & Leroy Tram Road



30-9 1878 Terminal of Tram Road at Leroy



### Leroy, Penessee & Indian Lake Railroad

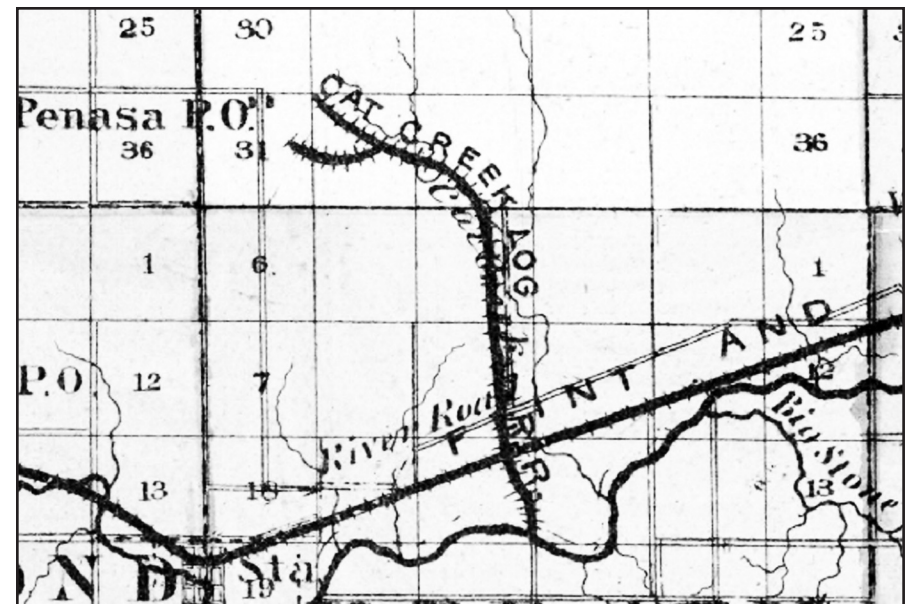
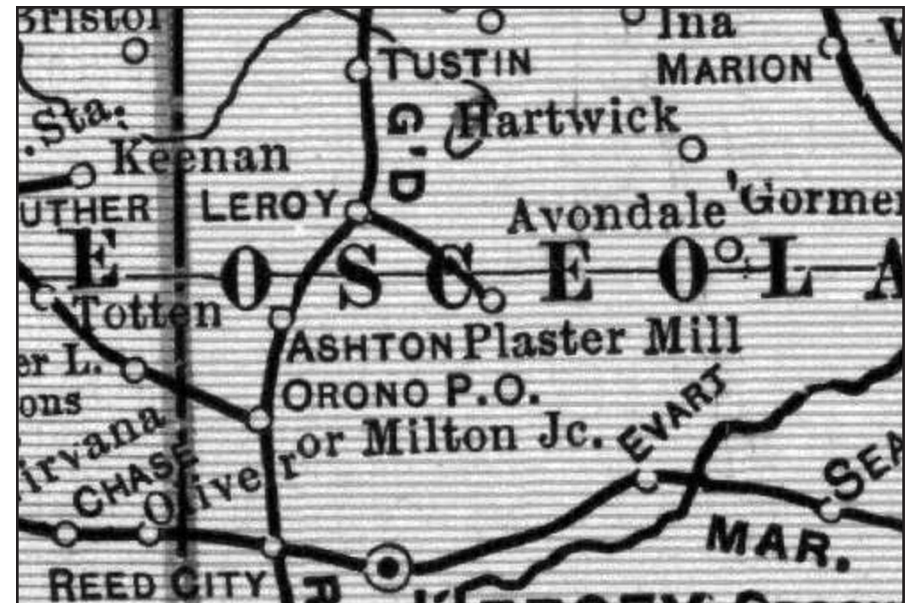
The history of the Leroy, Penessee & Indian Lake Railroad began in 1871 with the purchase by Albert E. Sawyer of 3,000 acres of Osceola County timberland. Soon, John E. Kellogg joined Sawyer's enterprise and later in 1871, the two men erected a steam sawmill in Section 32 of Rose Lake Township. Initially called Lakeview (in some cases Pleasant View), the mill site was soon renamed Sawyerville. It was on the north shore of what is now called Penasa Lake. The Lakeview & Leroy Tram Road, a 3.5-mile railway powered by horses and running on maple rails, was constructed in 1872. It carried finished lumber and shingles from Sawyerville to Leroy. Figures 30-8 and 30-9 are part of the 1878 Titus Atlas of Osceola County, Michigan. Sawyerville and the tram are visible in Figure 30-8. The village of Leroy, on the mainline of the GR&I, can be seen in Figure 30-9.

The tram was converted to a 36-inch gauge steel railroad in 1882 and extended to Indian Lake, in Section 9 of Cedar Township. Twelfth Annual Review of the Lumber and Shingle Product of the Northwest records the line's new name as the Leroy, Penessee & Indian Lake Railroad; it was five miles long.

Kellogg & Sawyer bought their first 36-inch gauge Shay locomotive in 1882, and a second in 1883. In November of 1883, the railroad was assigned to Byles & Phelps after Frank Chickoring defaulted on an obligation to Kellogg & Sawyer. The 1887 Poor's Directory of Railway Officials still shows Byles & Phelps operating the railroad. But The Official Railway List of 1888 indicates that White, Friant & Letellier, of Grand Rapids, had acquired the line. The Leroy, Penessee & Indian Lake Railroad is absent from the 1890 edition of Poor's Directory of Railway Officials. However, beginning in the early twentieth century, a number of maps suggest that the right-of-way was reopened, and used to service a plaster mill on one of the lakes southeast of Leroy. Figure 30-10 comes from Cram's 1903 Map of Michigan.

### Muskegon River & Cat Creek Railroad

The 48-inch gauge Muskegon River & Cat Creek Railroad (MR&CC) was incorporated by several Grand Rapids investors on 13 November 1878. It was to run northward from a log dump on the north bank of the Muskegon River in Section 16 of Hersey Township. Section 32 of Cedar Township was the other terminal selected. Although it





appears in Figure 30-11, part of the 1884 Takabury's Atlas of the State of Michigan, it is not included in Twelfth Annual Review of the Lumber and Shingle Product of the Northwest, published in 1885.

I suspect that the MR&CC was the successor to a 36-inch gauge line built by Charles Carter Comstock of Grand Rapids. Michigan Railroads & Railroad Companies locates that line in Hersey and Cedar Townships. The 16 March 1878 *Lumbermans Gazette* notes that the Comstock railroad was northeast of Hersey, four miles in length, and terminated on the Muskegon River.

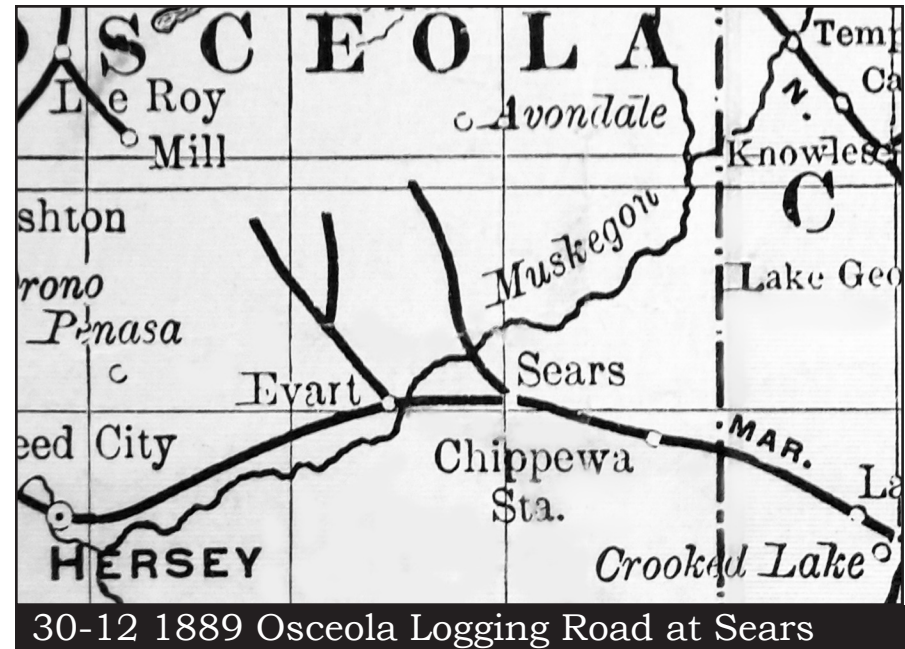
### **Muskegon River & Rose Lake Railway**

Peter C. McFarlane was the principal owner of the Muskegon River & Rose Lake Railroad (MR&RL) at the time the line was incorporated 29 April 1878. It was proposed as a 36-inch gauge line, stretching thirteen miles northwest from the Muskegon River; however, that length was never attained. Initially, McFarlane used it to harvest timber belonging to Elisha and Charles Eldred of Chicago, who had a sawmill in Muskegon. Then, the Eldreds bought the MR&RL in November of 1878, at the time when McFarlane turned his attention to the E&O. Subsequently, in 1880, the Eldreds built logging spurs into Hartwick Township.

Elisha and Charles Eldred sold the MR&CC to the Wentworth Brothers in 1881. It was pulled it up and removed to Mecosta County. Despite the fact that the line had not existed for three years, Tackabury's 1884 map of Osceola County continued to show it, identified as the Rose Lake & Muskegon River Railroad. See Figure 30-4.

### **Osceola Logging Road**

Michigan's Logging Railroad Era, 1850-1963 refers to an article describing the "Osceola Logging Road" which appears in the 19 January 1881 *Lumbermans Gazette*. The book quotes "A large volume road, 3.0 miles long. Dumped into the Muskegon River." In addition, the book says that in 1889, the Osceola Logging Road was part of the F&PM system. Figure 30-12, part of the 1889 Rand, McNally & Company *Map of Michigan*, is presented courtesy of the Bentley Historical Library. It indicates that the connection with the F&PM was at Sears. It also raises the possibility that after acquiring it, the F&PM extended the grade of the Osceola Logging Road over the abandoned Muskegon River & Rose Lake Railroad right-of-way, which had been taken up in 1881.



### **Frank S. Robbins Tram Road**

The 23 February 1878 *Lumbermans Gazette* reports that Frank S. Robbins was operating a four-mile tram road located north of Hersey. It used wooden rails with a six-foot gauge, and was powered by horses. Deed records reveal that Robbins' timberland was in Sections 16, 21, 27, 28, 33, and 34 of Cedar Township. The topography in that region is compatible with the path for the tram which is shown on page 203, although little trace of it can be found on modern aerial photographs. It seems likely that the tram terminated on the Muskegon River & Cat Creek Railroad, or its predecessor line built by Charles C. Comstock.

### **Unidentified Railroads**

The 2 March 1878 *Lumbermans Gazette* reports that Barton & Delzell were operating a six-mile railroad in Osceola County. The location was not disclosed. The line does not appear in Twelfth Annual Review of the Lumber and Shingle Product of the Northwest, which contains data gathered in 1884. Possibly, Delzell was Thomas T. Delzell of Hersey. At one time, he was the Osceola County Register of Deeds.

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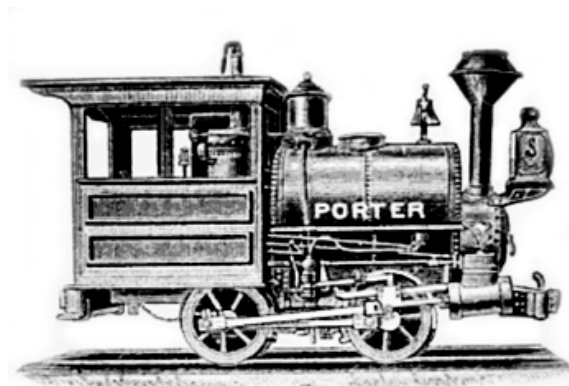
The 25 May 1878 *Northwestern Lumberman* notes that Hooper & Company was constructing a pole tramway to reach five million feet of pine timber in Osceola County. No location was given. At that time, a William L. Hooper was a farmer and businessman who lived in the south half of the northeast quarter of Section 28, in Leroy Township. Although that property was within 0.5 mile of the GR&I, there is no other reason to suspect that this was the location of the tram.

Nathaniel Slaght, a businessman who resided at Greenville, in Mecosta County, was also a lumberman who built a tram railroad in Osceola County. Michigan's Logging Railroad Era, 1850-1963 does not provide a date when the tram operated, but that book reports: "An 8.0 mile railroad west of Tustin runs to the Grand Rapids & Indiana Railroad at Tustin. He is hauling shingles and lumber for Wm F. Stuart. Stuart's mills are at the mid-point between Hobart and Tustin." The 26 November 1884 *Lumbermans Gazette* reports that Slaght operated a shingle mill at Hobart, in Wexford County.

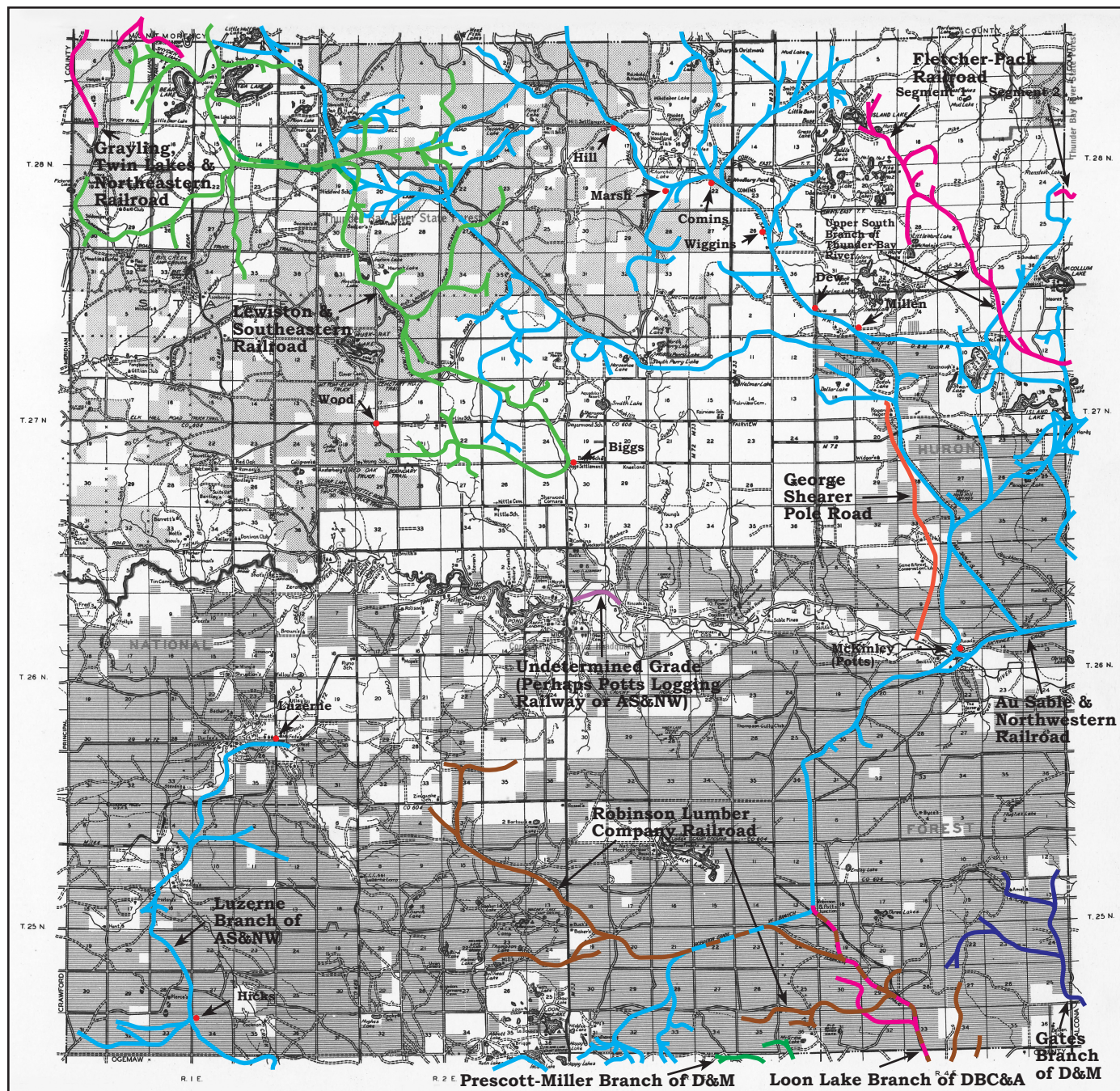
At one time, Slaght owned several sections of timberland concentrated around the point where Wexford, Lake, and Osceola

Counties border each other. This suggests that his tram probably traveled northwest from Tustin to reach that region. In addition, the 1889 Atlas of Wexford County reveals that N. Slaght & Chase, and John Canfield, still owned (apparently in common) most of Sections 28 through 33 in Cherry Grove Township. Immediately to the west, a similar situation was present in Sections 35 and 36 of Henderson Township. The implication is that Slaght probably did not operate his tram for very long before an arrangement was made with John Canfield to transport timber over the Hobart & Manistee River Railroad, construction of which began in 1878.

The 20 April 1878 *Northwestern Lumberman* relates that White, Swan & Smith (sometimes identified as Swan, White & Smith) were using a horse-drawn pole tramway on their Osceola logging railroad. Michigan's Logging Railroad Era, 1850-1963 notes that in 1881, the Evart & Osceola Railroad of Peter McFarlane was being extended from Section 26 of Rose Lake Township, into Section 13 of the same township. There, it would connect to the White, Swan & Smith Railroad. The location of that pole tramway has not been discovered.







Oscoda County Railroads



# 31

## Oscoda County

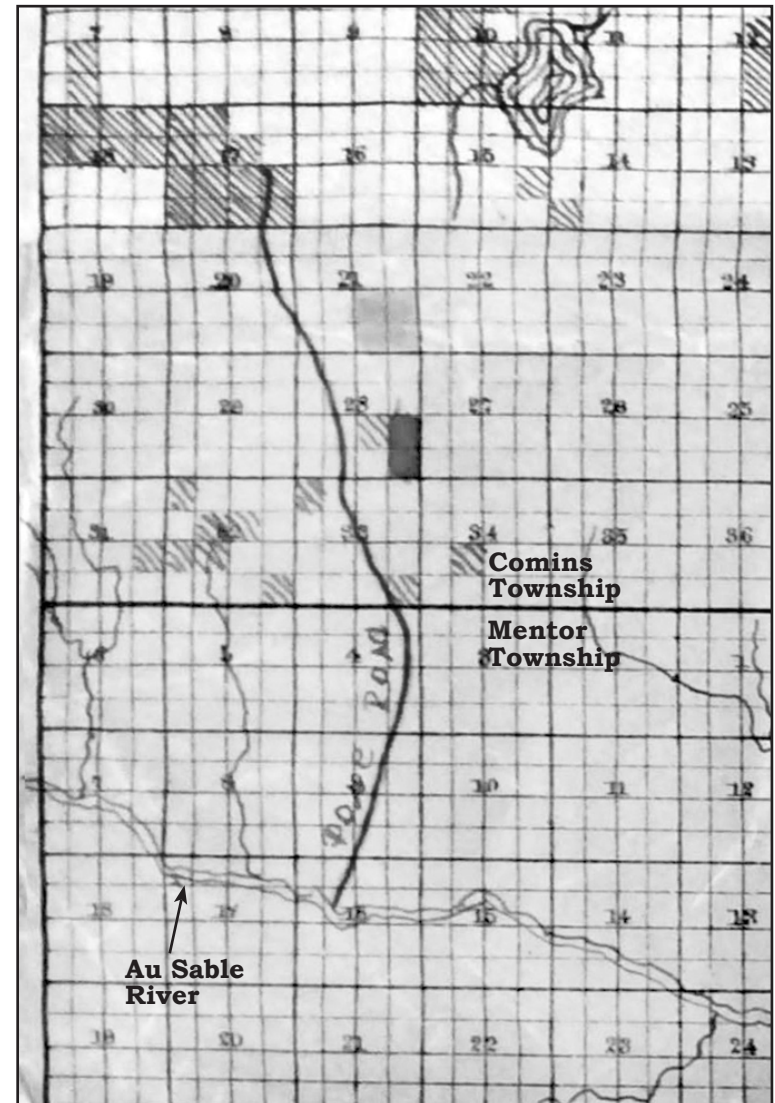
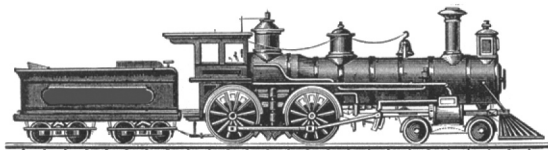
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### Au Sable & Northwestern Railroad

The Au Sable & Northwestern Railroad, the largest line in Oscoda County, is covered in Chapter 6. Similarly, descriptions of the Lewiston & Southeastern Railroad, the railroad of the Robinson Lumber Company, and lines of Fletcher, Pack & Company, can be found elsewhere in this book by consulting the index.

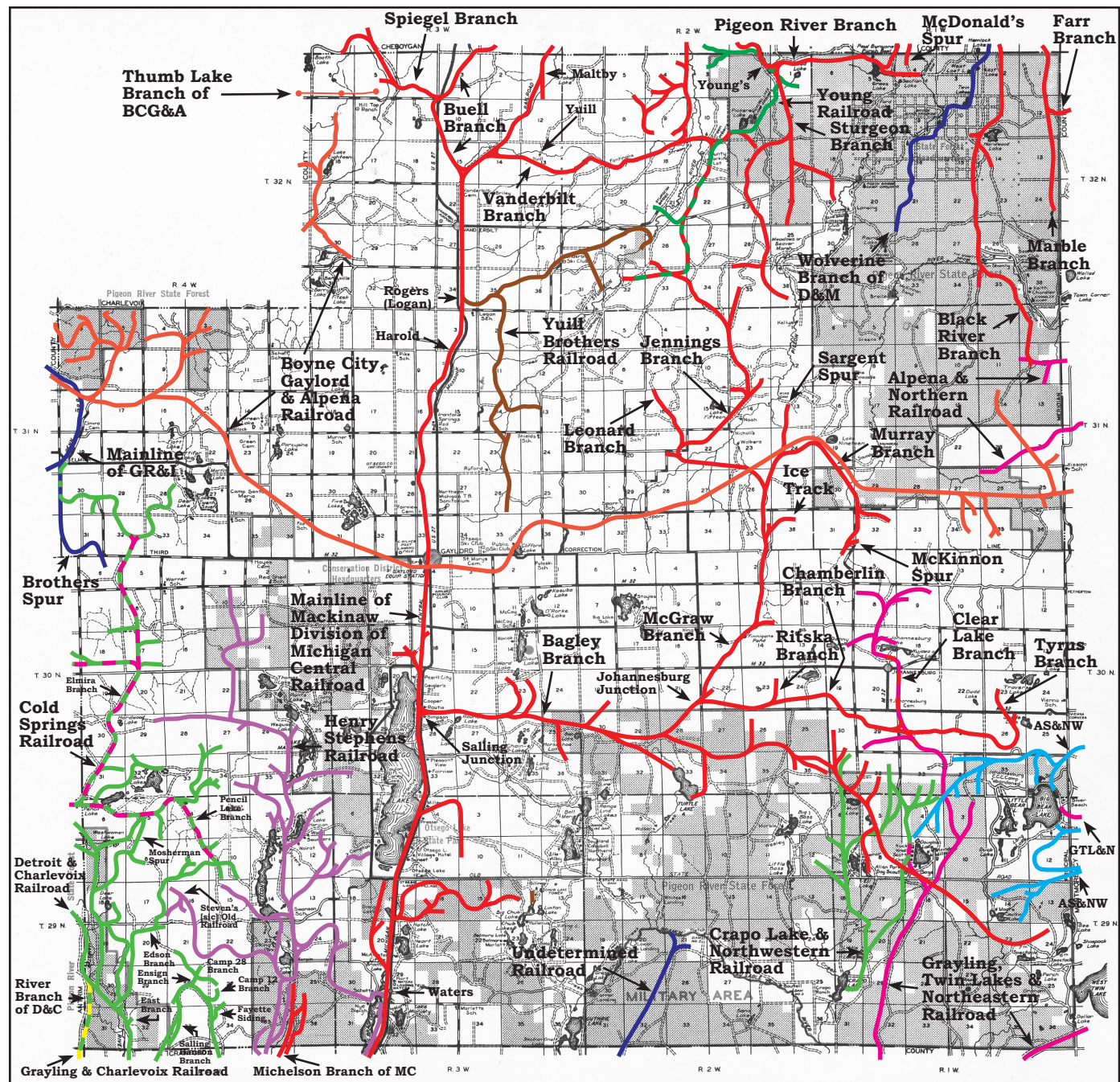
### George W. Shearer Pole Road

The 15 May 1878 *Northwestern Lumberman* describes the logging railroad used by George W. Shearer. The line was 5.25 miles long and used beech rails laid over ties. Logs went into the Au Sable River from a tract in Comins Township (Township 27 North, Range 4 East). The right-of-way appears as "Pole Road" in the map of Alcona and Oscoda County preserved in the Quinn Papers, at the Archives of Michigan. The relevant part of that map is reproduced in Figure 31-1.



31-1 Shearer Pole Road-Quinn Papers





Otsego County Railroads

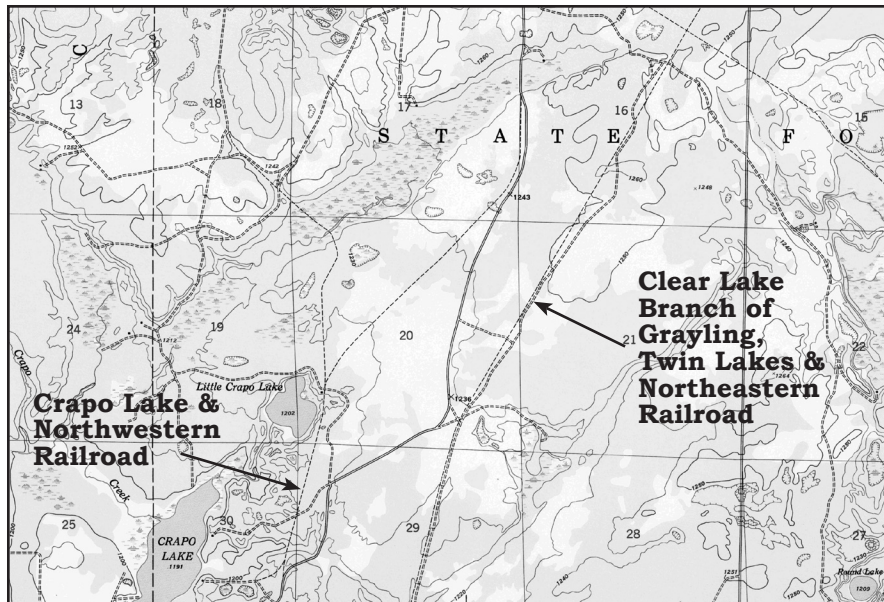


# 32

## Otsego County

### Crapo Lake & Northwestern Railroad

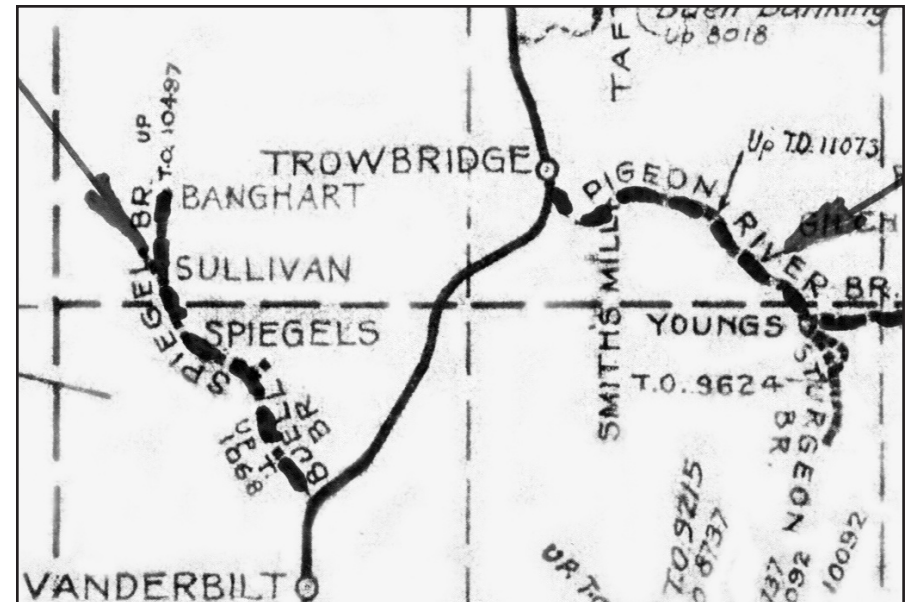
The sawmill operated by the Gratwick, Smith & Freyer Lumber Company was located in Iosco County, at the village of Oscoda. W. H. Gratwick of Buffalo, New York; Howard Smith of Detroit; and Robert L. Freyer of Albany, New York commenced building the Crapo Lake & Northwestern Railroad (CL&N) in 1882, in southeastern Otsego County. Logs were dumped into Crapo Lake, in Section 30 of Charlton Township. Figure 32-1, from the 1950 USGS map of Johannesburg Quadrangle, displays CL&N grades near Crapo Lake. From the south end of the lake, the logs were driven farther south, along Crapo Creek for a distance of about one mile, to the junction with the North Branch of the Au Sable River. From there, the river moved logs to Oscoda. The mainline of this standard gauge railroad remained eight miles throughout its existence. It still appears in the 1892 edition of Poor's Directory of Railway Officials.



32-1 1950 USGS Map (Johannesburg Quad.)

### W. D. Young & Company Railroad

Walter D. Young of Bay City was the owner of W. D. Young & Company. He built a logging railroad in the northeast corner of Otsego County, some of which utilized grades of the MC's abandoned Vanderbilt Branch. Young had a close relationship with Yuill Brothers and that company was a major supplier of logs for Young's Bay City mill. Little information is available to help locate the Young line. It must have connected with the MC at Youngs, a named place along the MC's Pigeon River Branch. Youngs is visible in Figure 32-2, which is part of a map produced in 1911 and updated by the MC regularly through 1927. It is presented courtesy of the Bentley Historical Library and James Harlow. At some time after 1914, the place called Youngs became the origin of the MC's Sturgeon Branch.

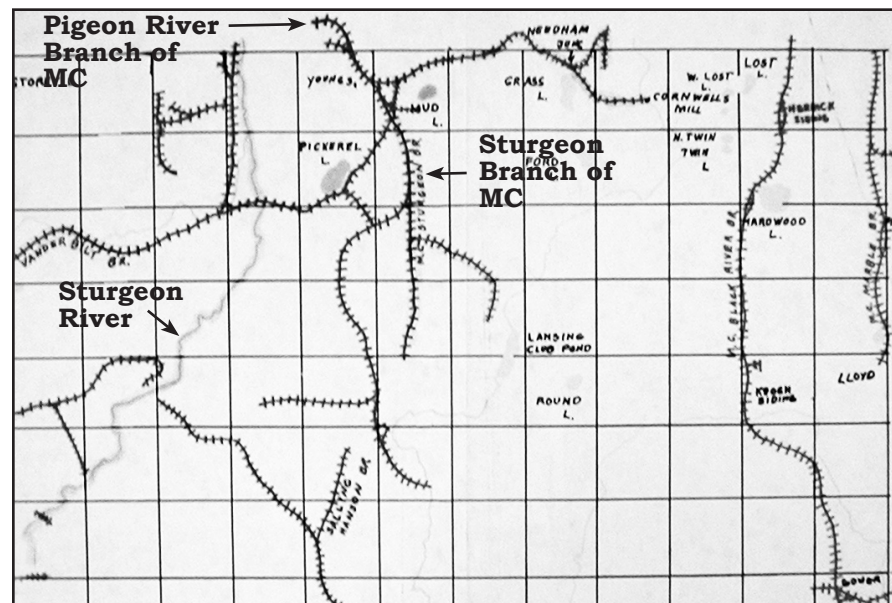


32-2 1911-27 MC Map-Location of Youngs



W. D. Young's railroad does not appear in the 1907 edition of The American Lumberman's Sawmill Equipment Register. In the 1910 edition, his company is operating a 14-mile, standard gauge line with 4 additional miles under construction. The railroad is said to be 7 miles from Vanderbilt. The 1917 Southern Lumberman's Directory of American Saw and Planing Mills reports 20 miles of track in use. Young's entry in the 1924 edition of that publication does not include a railroad.

Unfortunately, available records don't shed much light on the complex relationship that existed among W. D. Young & Company, Yuill Brothers, and the Sturgeon Branch of the MC. On the other hand, the map *Ghosts of the Past-Railroads in Otsego County* provides a detailed look into the old railroad grades of Otsego County. It was produced by Charles R. Conn circa 1991, and a portion of it is presented in Figure 32-3. It is preserved at the Library of Michigan.



32-3 1991 Charles R. Conn Map of Otsego Co.

Probably significant is the fact that Young and Yuill Brothers owned timberland jointly in Sections 20, 21, and 32 of Corwith Township (Township 32 North, Range 2 West). To reach those parcels, it's likely that Young built a meandering right-of-way that originated at Youngs. It first traveled southeast, then southwest toward Pickerel Lake. On the south side of Pickerel Lake, it joined the previously abandoned Vanderbilt Branch of the MC. Young's railroad would have used the Vanderbilt Branch's southern extension to access the sections owned jointly with Yuill Brothers.

Michigan Railroad Lines reports uncertainty regarding the construction date of the Sturgeon Branch of the MC. It documents that the Sturgeon Branch was 1.8 miles in length at some point in time, and terminated southwest of its origin, in Section 11 of Corwith Township (Township 32 North, Range 2 West). On the other hand, Figures 32-2 and 32-3 both suggest that the Sturgeon Branch traveled south and, if anything, a bit east, from its origin. Moreover, neither figure shows the branch anywhere near the Sturgeon River. I believe this inconsistency is resolved by proposing that W. D. Young & Company built its grade from Youngs to the southwest. Sometime around 1920, this right-of-way was taken over by the MC. During the time when Young was the operator, it led to part of the old Vanderbilt Branch of the MC, on the east side of the Sturgeon River. Thus, when the MC acquired it, it was designated the Sturgeon Branch because it led to the Sturgeon River. Probably the MC initially operated only the 1.8 mile of this grade that traveled southwest from Youngs.

Subsequently, the MC must have rebuilt the Sturgeon Branch to the configuration visible in Figure 32-3, and used it for the logging of Yuill Brothers timber in Sections 12, 13, 14, 24, 25, and 26 of Corwith Township (Township 32 North, Range 2 West). Perhaps W. D. Young & Company felled the trees there, purchased them, and had them hauled to Bay City. In any event, the 1924 version of the MC's Station Instructions no longer shows the presence of the Sturgeon Branch. This is also consistent with data in the 1924 Southern Lumberman's Directory of American Saw and Planing Mills.

## Yuill Brothers Railroad

Pigeon River Country describes several of the Yuill brothers. John and Tom, who later formed the logging company called Yuill Brothers, arrived in Otsego County from Ontario, Canada in 1879. At first they farmed, but eventually John and Tom became involved in the mercantile business, shipping, and real estate, as well as lumbering. The author, Dale Franz, notes that all pine timber had been removed from the Yuill's timberland by 1891. Much of that land was along the Vanderbilt Branch of the MC. The map on page 213 indicates that in the 1950s, a place named Yuill still existed near the abandoned Vanderbilt Branch. That village was in Section 13 of Corwith Township (Township 32 North, Range 3 West).

Eventually, the Yuill Brothers operated their own logging railroad. That history begins with a Pennsylvania company named Rogers & Allison. Those two men built a sawmill at the village of Logan, approximately two miles south of Vanderbilt. By 1903, a logging railroad was supplying that mill. Figure 32-4, courtesy of James Harlow and the Archives of Michigan, is part of an MC map outlining the course of the logging line. After 1912, "Rogers" was the MC's designation for the station at Logan.

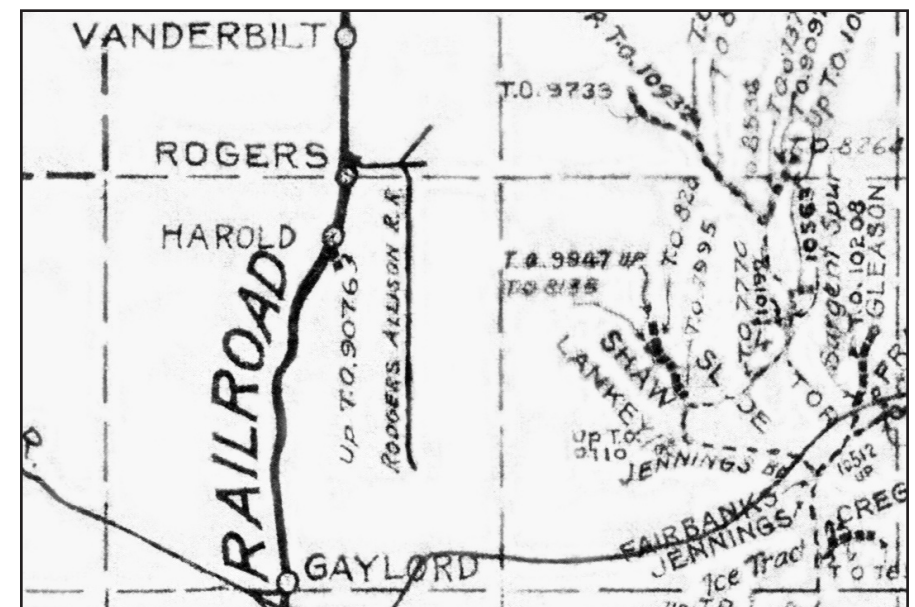
Pigeon River Country mentions that after 1891 "The hardwoods came down over the next 25 years . . . Logging occurred mostly in winter, when logs could be moved by horse and sleigh across snow to shipping points. In 1905, the growing Yuill firm purchased the sawmill, logging railroad, standing timber, commissary, and housing facilities of the Rogers-Allison Lumber Company at what was then called Logan, two miles south of Vanderbilt."

By 1910, the Yuill Brothers logging railroad was 10 miles long. It had grown to 12 miles in 1912. The mill at Logan had been phased out by 1917, when 20 miles of track were in operation. Southern Lumberman's Directory of American Saw and Planing Mills, from the same year, reports that Yuill Brothers operated saw and planing mills at Vanderbilt.

In the twentieth century, Yuill Brothers acquired timberland in the northeast corner of Otsego County. Much of that land was logged

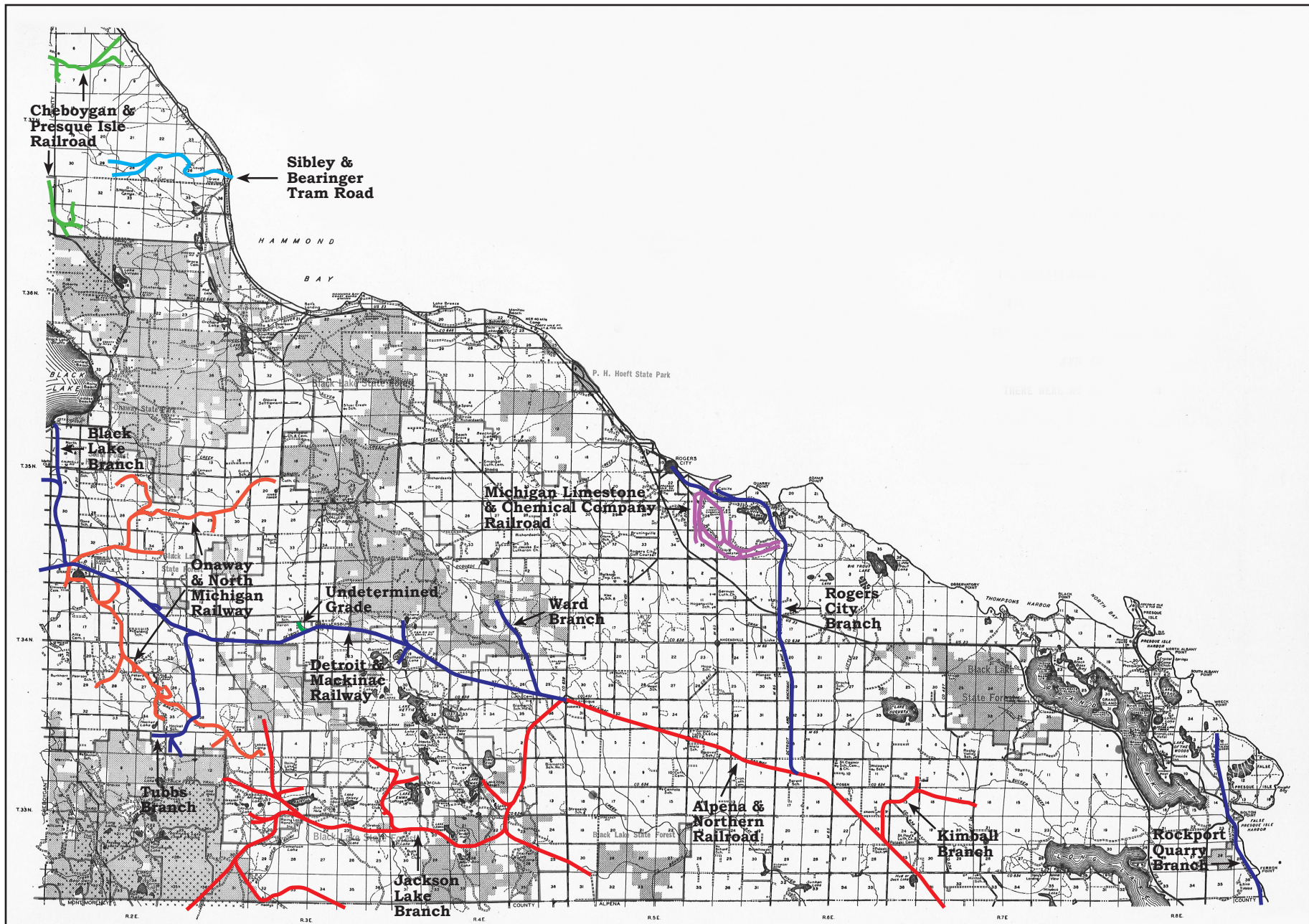
using the Sturgeon Branch of the MC, which joined the MC's Pigeon River Branch 4.7 miles from Trowbridge, on the MC mainline. As early as 1910, W. D. Young & Company had its own railroad in the same part of the county. Young's company developed a business relationship with Yuill Brothers which resulted in certain types of timber being shipped to Young's Bay City mill. Young's railroad interchanged with the MC at a spot along the Pigeon River Branch called "Youngs." By 1920, "Youngs" no longer appeared in MC publications and that location was noted to be the origin of the MC's Sturgeon Branch.

Toward the end of Yuill Brothers' railroad logging, in 1928, a spur was installed for the company in Crawford County, along the East Jordan Branch of the MC. This track came off the mainline of the former Detroit & Charlevoix Railroad, in Section 5 of Frederic Township (Township 28 North, Range 4 West).



32-4 1911-27 MC Map-Rodgers & Allison RR





Presque Isle County Railroads



# 33

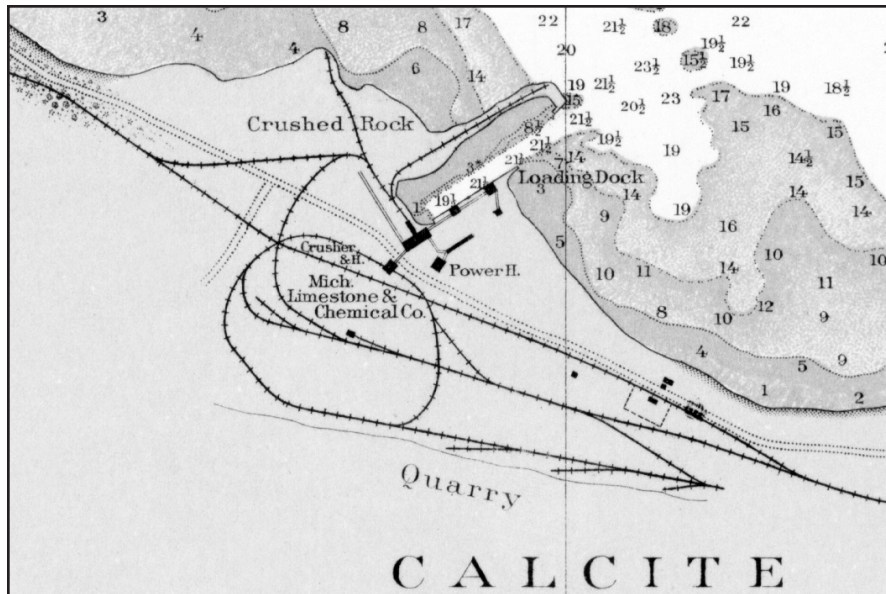
## Presque Isle County

### Michigan Limestone & Chemical Company

Michigan Railroads & Railroad Companies reports, when published in 1992, that the Michigan Limestone & Chemical Company had operated a quarry railroad since the business opened in 1907. This industrial line is located at Calcite, immediately southeast of Rogers City. Figure 33-1 is part of the 1914 US Army Corps of Engineers Coast Chart No. 3, Lake Huron-Tawas Harbor to Rogers, Michigan. The track plan at the quarry is visible, as well as the mainline of the Detroit & Mackinac Railway, which passes through the facility. Figure 33-2 is courtesy of the Presque Isle County Historical Museum. The photograph was made at the quarry about 1921. Since 2008, Carmeuse Lime has operated the quarry. The railroad is now abandoned.

### Onaway & North Michigan Railway

The Michigan Railroad Appraisal made in December 1900 includes a description of "Comstock Bros. Logging R. R." at Onaway. It was owned by the Huron Handle & Lumber Company, which had a plant at Onaway, and was backed by Andrew W. and W. B. Comstock of Alpena. When the appraisal was made, the railroad had not yet gone into operation. Just one mile of its right-of-way was reported to be almost completely graded. The projected length of the line was to be about six miles. The Huron Handle & Lumber Company incorporated the railroad as the Onaway & North Michigan Railway (O&NM) on 15 August 1901. Three weeks later, on 9 September 1901, the Lobdell & Bailey Manufacturing Company purchased all the assets of the



33-1 1914 Track Plan at Calcite



33-2 Circa 1921 Scene at Calcite





33-3 Lobdell & Bailey Engine #2



handle company, including its railroad. Figure 33-3, courtesy of the Claude Stoner Collection at the Bentley Historical Library, displays engine #2 on the Lobdell & Bailey roster.

At incorporation, this standard gauge line was to run from Onaway through Sections 6, 5, 8, 9, 10, and 15 of Allis Township (Township 34 North, Range 2 East), and terminate at or near the southwest quarter of the northeast quarter of Section 14, in the same township. However, the terminal in Section 14 was never reached. Nonetheless, the railway did eventually extend as far southeast as “Lobdell Camp” in Section 5 of Case Township (Township 33 North, Range 3 East).

A separate right-of-way, north of Onaway, was planned in 1902. Figure 33-4, from the 1902 edition of *Poor's Manual of Railroads*, gives a rough idea of where this projected branch would have been built. But by the time the Michigan Railroad Commission granted permission, in 1903, for the O&NM to cross the Detroit & Mackinac Railway (D&M) at Onaway, the D&M was already preparing its own Black Lake Branch. Thus, an O&NM right-of-way into the same territory would have been redundant. Figure 33-5, from Tunison's 1904 *Michigan*, includes the Black Lake Branch. From Black Lake, a D&M logging spur travelled east, perhaps to a long-abandoned settlement called Fowler or Fowlerville.

After being granted a crossing over the D&M, the O&NM modified its plans and actually built toward the northeast. Figure 33-6 comes from Cram's 1908 *Map of Michigan*. Although the depiction of the D&M's Black Lake Branch is incorrect, the map does demonstrate the O&NM line heading toward the village of Ocqueoc. By 1908, the O&NM was owned by Lobdell & Churchill. Various lumber journals report that in 1910, the railroad was 7.5 miles long. In 1912, it had 13 miles of track. Lobdell & Emery owned the line in 1917, when it was 20 miles in length. The corporate structure of the railroad was dissolved in 1930.

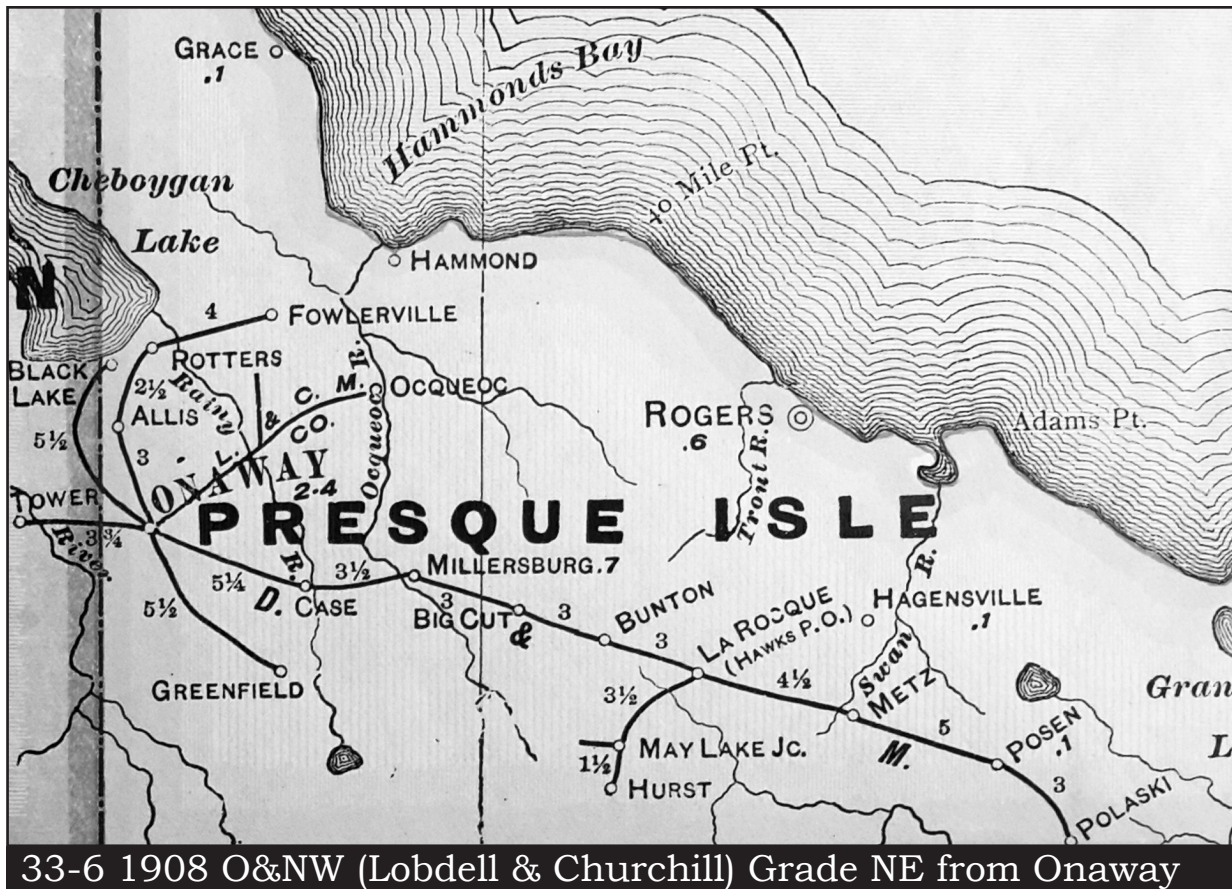


33-4 1902 Proposed O&NM Grade at Onaway



33-5 1904 D&M Black Lake Branch at Onaway





### Sibley & Bearinger Tram Road

Michigan's Logging Railroad Era, 1850-1963 reports that in 1887, Hiram Sibley (founder of the Western Union Company) and Isaac Bearinger owned a seven-mile logging railroad in Presque Isle County. Although Sibley lived in Rochester, New York, he and Bearinger operated a sawmill in Saginaw. Sibley purchased timberland in several Presque Isle townships, including Bearinger Township. Presque Isle County did not have a common carrier railroad in 1887. Mark Thompson reports that a tram railway terminated at the port of Grace, and that it served a Sibley & Bearinger mill on the shore of Lake Huron. Sibley died in 1888 and as a result, operation of the railroad may have ended. The Sibley & Bearinger railroad is not mentioned in any of the lumber journals from the 1880s.

### John C. Brown Railroad

John C. Brown was a jobber for other lumbermen. The 29 September 1887 *Alpena Weekly Argus* mentions that he had laid track in the Ocqueoc River District in order to harvest 60,000,000 board-feet of timber destined for Alpena. An exact location is unknown, but Brown personally purchased land in Section 4 of Case Township (Township 34 North, Range 3 West) and Section 19 of Bismark Township (Township 34 North, Range 4 East). The Ocqueoc River flows through both of these sections, and perhaps the railroad was in proximity to one of them.

# 34

## Roscommon County

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### Jonathan Boyce Railroad

Jonathan Boyce was a Bay City businessman involved in numerous enterprises. He owned a fleet of Great Lakes schooners and was the proprietor of Bay City's Boyce Lumber & Salt Company. The 18 April 1883 *Lumbermans Gazette* announces that Boyce was operating a Roscommon County logging railroad eight miles in length. It was primarily in Backus Township (Township 22 North, Range 2 West) and the article specifically mentions Section 25. Deed records indicate that Boyce also bought timberland in Section 29 during 1883. In 1884, additional land was acquired in Sections 21, 30, 32, and 33; in 1885, properties in Sections 20 and 28 were purchased. His logging line probably connected with another railroad, possibly the St. Helen, Houghton Lake & Western Railroad. On the other hand, in 1883 the Houghton Lake & Barker City Railroad was also nearby. Much of the land where the line existed is swampy now, making it difficult to locate the right-of-way using modern aerial photography.

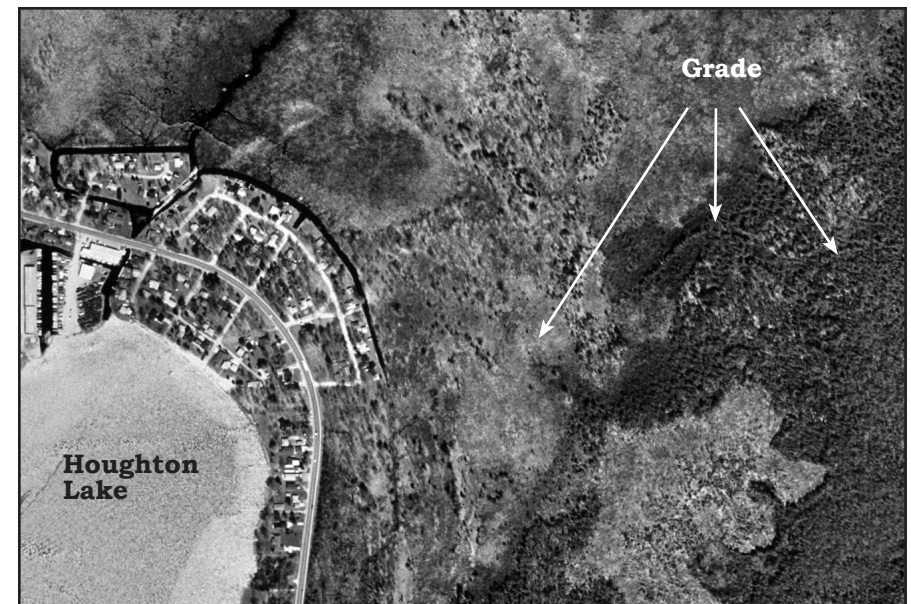
Archie, a son of Jonathan Boyce, managed the logging in Roscommon County. After the Hauptman Branch of the Michigan Central Railroad (MC) was extended into Roscommon County, Boyce's company continued logging from the western end of that branch. Headquarters for that operation was at Boyce Lake.

### Briggs & Cooper Railroad

Daniel W. Briggs and James Cooper were Saginaw lumbermen who entered into business together in 1887 as Briggs & Cooper. History of the Lumber and Forest Industry of the Northwest reports that in 1895, the firm built an eight-mile railroad into its Roscommon County timber. The partners also logged in Ogemaw County. Logs were hauled to Saginaw by rail for milling. Roscommon County timberland purchased by Briggs & Cooper in 1892 included parcels in Sections 14, 20, 22, 23, 24, and 31 of Nester Township (Township 21 North, Range 1 West). The company's railroad probably was comprised of more than one segment, all of which must have connected to the Hauptman Branch of the MC.

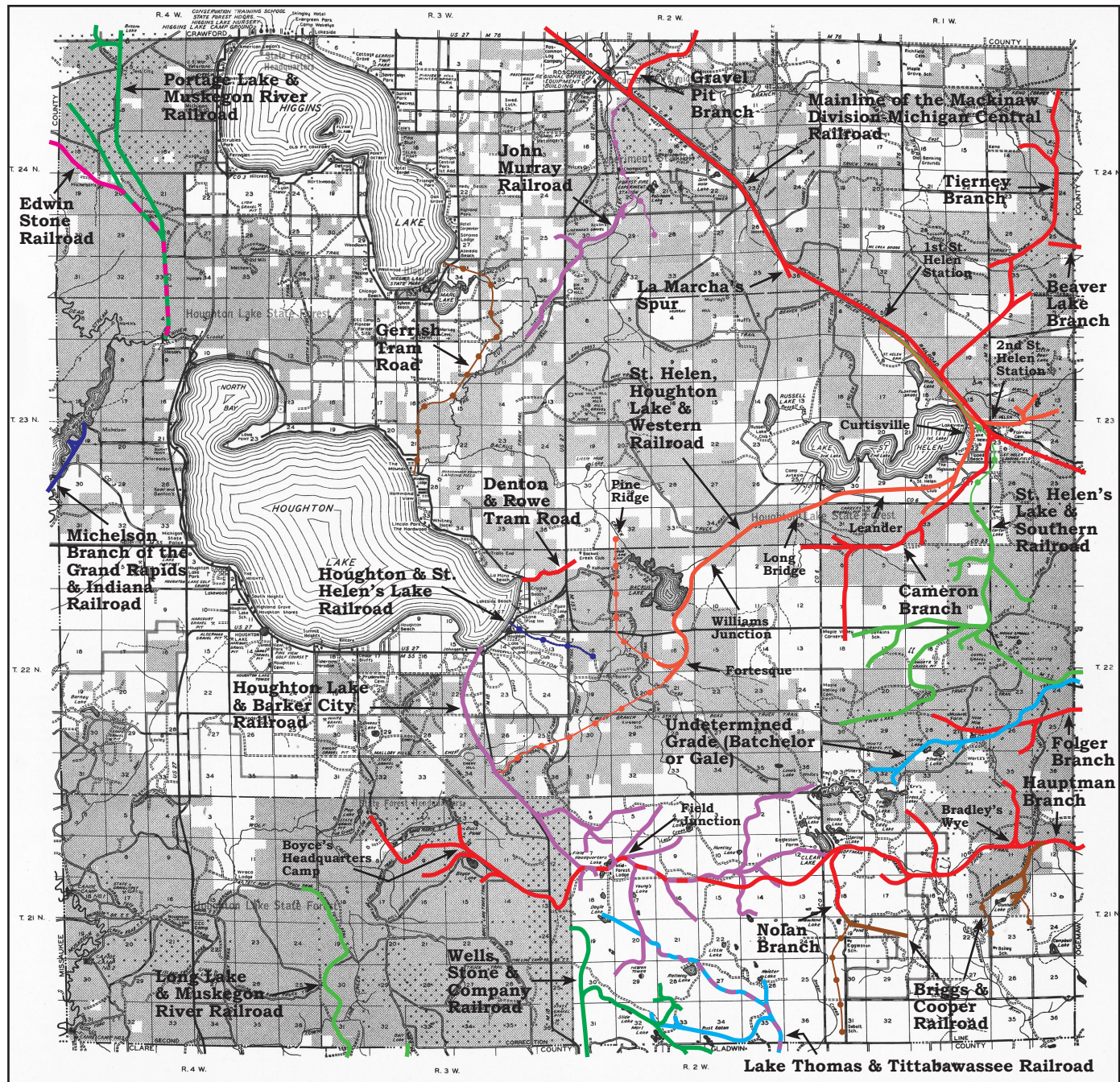
### Denton & Rowe Tram Road

Charles F. Denton and E. Page Rowe were partners who ran a sawmill at Edna (later called Prudenville) in the mid 1870s. They began their business by harvesting property immediately south of the mill. In 1877, Denton bought the southeast quarter of the northeast quarter of Section 1, in Benton Township (Township 22 North, Range 3 West). The 16 March 1878 *Lumbermans Gazette* relates that a 2.5-mile tram road had been constructed into that property from the East Bay of Houghton Lake. Some of that right-of-way can still be seen in Figure 34-1, which comes from a 1998 aerial photograph of the area east of the lake.



34-1 1998 Remnant of Denton & Rowe Grade





Roscommon County Railroads



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### Winfield Scott Gerrish Tram Road

Winfield Scott Gerrish is best known for the founding of Clare County's Lake George & Muskegon River Railroad. In 1878, Gerrish was also involved with a tram railroad in Roscommon County. Evidently, several other parties participated in that venture. The 2 April 1878 *Gladwin County Record* reports that Scott & Gerrish were planning a railroad which would carry logs from Higgins Lake to Houghton Lake. The 11 May 1878 *Lumbermans Gazette* notes that after logs were delivered to Houghton Lake by rail, they would be towed to North Bay, at the north end of Houghton Lake. There, logs could be placed in the headwaters of the Muskegon River, to be driven to Muskegon.

In that era, lumbermen who logged by rail frequently built track first and went about obtaining legal title to the right-of-way only if a property owner complained. This might explain why titles to the terminal properties on both Higgins and Houghton Lakes were not obtained until 12 October 1878. On that date, John and Gottfried Backus sold those parcels to Winfield Scott Gerrish and Blodgett & Byrne. According to Michigan's Logging Railroad Era, 1850-1963, John Lamb Woods, a backer of the Gerrish railroad in Clare County, also had a stake in this Roscommon County line.

### Stephen C. Hall Railroad

Stephen C. Hall was a Muskegon lumber merchant. He incorporated the Houghton Lake & Eastern Railroad on 27 October 1877. The western terminal was to be on Houghton Lake, in Section 11 of Benton Township, with the eastern terminal at Ogemaw Station, in Ogemaw County. The 2 April 1878 *Gladwin County Record* also covers Hall's plan to build a logging railroad into the woods from the east end of Houghton Lake. By that time, the line was being called the Houghton & St. Helen's Lake Railroad. Further information about this line can be found later in this chapter under the St. Helen, Houghton Lake & Western Railroad. In 1883, Hall purchased the southeast quarter of the northwest quarter of Section 18, in Backus Township. It seems likely that his railroad accessed that property. The eastern part of the line, near St Helen, probably was incorporated into the St. Helen, Houghton Lake & Western Railroad.

### Houghton Lake & Barker City Railroad

The Houghton Lake & Barker City Railroad (HL&BC) belonged to the Roscommon Lumber Company which was owned, in turn, by the Grand Haven Lumber Company. The Grand Haven Lumber Company also controlled the Harrison & Muskegon River Railroad in Clare County. C. B. Field managed the HL&BC while Healy Caty Akeley and H. C. Barker were directors. The HL&BC was a standard gauge line which went into operation in 1882. Logs were dumped into Houghton Lake at Prudenville (previously called Edna) and towed to the outfall of the Muskegon River, at the north end of the lake. In 1885, an extension of the railroad allowed it to gain access to Meredith, in Clare County. This allowed supplies for the Roscommon Lumber Company camps to be received by rail.

No map has been discovered which provides an unequivocal picture of the route taken by the Meredith extension. It is known to have been built over an abandoned segment of the Wells, Stone & Company Railroad (formerly the Lake Thomas & Tittabawassee Railroad). The path shown in Figure 19-3 seems likely. That route passed through southern Roscommon and northern Gladwin Counties. In Gladwin County, it travelled past Hoister Lake (formerly called Wood's Pond) before reaching Meredith. There, it connected with the Saginaw & Clare County Railroad, part of the Flint & Pere Marquette Railroad system.

Part of the older HL&BC grade in Nester Township (Township 21 North, Range 2 West) of Roscommon County was reused about 1890 by the MC when it lengthened its Hauptman Branch to the west. The 1892 edition of Poor's Directory of Railway Officials was the last publication found that mentions the HL&BC.

### John Murray Railroad

The 17 October 1885 *Northwestern Lumberman* reports that John Murray was operating a new logging railroad in Roscommon County. It was used to carry logs cut by M. Laughrey for Jonathan Boyce. During 1885, Boyce bought timberland in Section 33 of Higgins Township (Township 24 North, Range 2 West). Murray himself owned property in the village of Roscommon and in Section 29, immediately northwest of the Boyce parcel located in Section 33. The grade appearing on page 223 is based on those facts, and a study of modern aerial photographs.

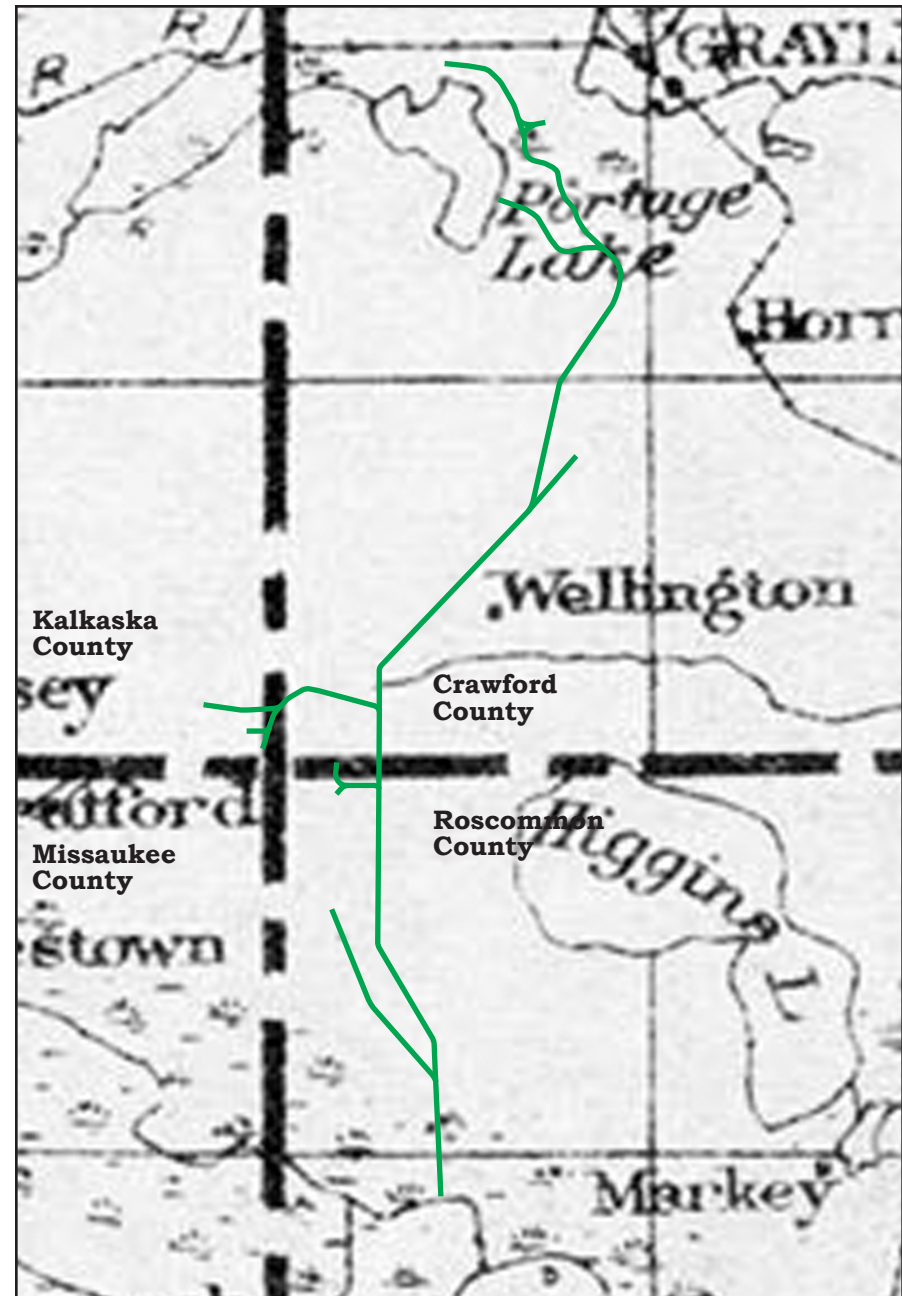


## Portage Lake & Muskegon River Railroad

Delos A. Blodgett and Thomas Byrne began building the Portage Lake & Muskegon River Railroad (PL) in 1883. The line was primarily in Roscommon and Crawford Counties, with a small extension into Kalkaska County. It should not be confused with the Portage Lake & Manistee River Railroad, which operated entirely within Crawford County and belonged to the Salling-Hanson Lumber Company. Figure 34-2 displays the route map of the PL. Construction of this 36-inch gauge line, in Roscommon County, proceeded north from a Muskegon River log dump situated in Section 4 of Lake Township. The 15 August 1883 *Muskegon Chronicle* notes that the headquarters camp for the railroad was located in the southeast quarter of Section 17, in Gerrish Township, and track had already been laid to the north line of Section 17. Structures at the headquarters camp included a cook house, workman's housing shanty, and engine house. The D. A. Blodgett, a Lima Shay engine carrying construction #159, is seen in Figure 34-3. On the tender is P. L. & M. R. R. The image is part of the Claude Stoner Collection at the Bentley Historical Library.

Sometime after 1887, an agreement was made with Edwin P. Stone. It allowed Stone's logging railroad to use the PL log dump on the Muskegon River. Stone's line was in northwest Roscommon and northeast Missaukee Counties, and it had been built using track materials from the former West Branch & Moorestown Railroad.

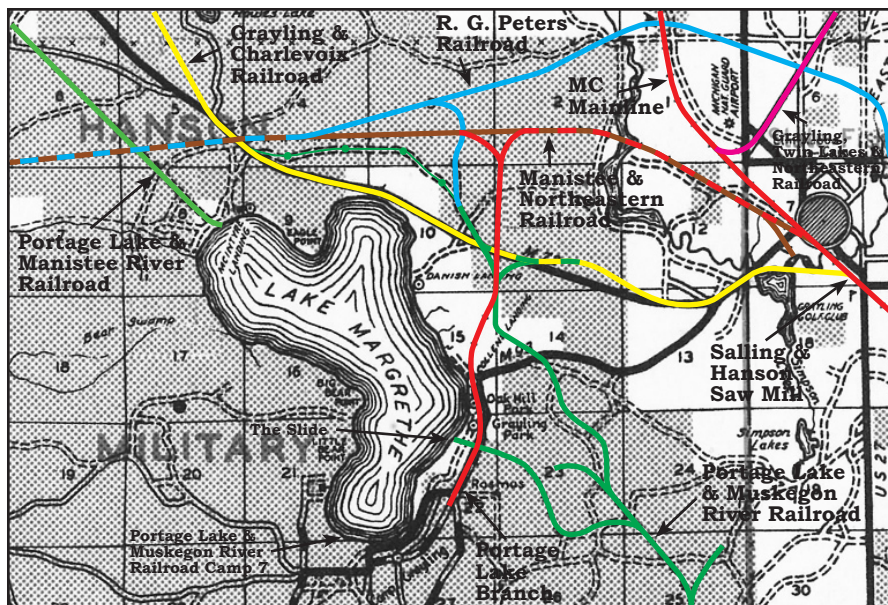
An article in the 26 November 1889 *Muskegon Chronicle* described operations of the PL at that time. By then, the headquarters camp had been moved to a place 12 miles north of the Muskegon River, in Crawford County. Quite possibly it was located at Wellington, a village that no longer exists. Wellington was also the name assigned to the railroad's largest and most powerful engine. It was based at the headquarters camp. From there, it pulled 30 car-load trains to the log dump. The same article mentions that a place on the shore of Portage Lake where logs were loaded, was known as "The Slide." It also notes that all logging along this railroad would be finished within one year. The 1890 edition of Poor's Directory of Railway Officials reports that the mainline was 30 miles in length. The railroad was removed shortly thereafter. Nonetheless, much of its right-of-way can still be seen on modern-day aerial photographs, including the extension into Kalkaska County.



34-2 Route Map of the PL



34-3 One of the PL Engines-the D. A. Blodgett



34-4 Railroads near Portage Lake

Figure 34-4 presents numerous grades of the several railroads in the Grayling and Portage Lake (Lake Margrethe) region. Not all were present at the same time. Locations of “The Slide” and the PL’s Camp 7, on the south shore of Portage Lake, are included.

### St. Helen, Houghton Lake & Western Railroad

Henry Stephens & Company operated logging railroads in Roscommon and Otsego Counties. The first one, in Roscommon County, was running as early as 1883. Built to standard gauge, it was called the St. Helen, Houghton Lake & Western Railroad (SHHL&W). Several factors make it difficult to determine an exact location for this, and other abandoned railroads in central Roscommon County. First, the village of St. Helen is no longer located at its original position. The first site of St. Helen was near the center of Section 5, in Richfield Township (Township 23 North, Range 1 West), where the South Branch of the Au Sable River crossed the MC. Second, a new, modern dam was constructed at the outfall from St. Helen Lake in 1930. It raised the water level in this area, obscuring old grades.

The part of Roscommon County near the MC had an extensive logging history before 1883. Michigan’s Logging Railroad Era, 1850-1963 notes that Alexander Swift had large timber holdings in the St. Helen-Houghton Lake area in 1877, and also a sawmill at St. Helen. That year, Swift leased his mill and nearby pinelands to Stroh & Moebis. The 9 March 1878 *Northwestern Lumberman* suggests that a logging line, the Houghton & St. Helen’s Lake Railroad, was under construction in this region; it was to connect the village of St. Helen and Houghton Lake, and would be completed within 12 months. *Railroad Gazette* reports 22 March 1878 that Stephen C. Hall, a Muskegon lumberman, was constructing the Houghton & St. Helen’s Lake Railroad, which was to be about 24 miles long. The 10 August 1878 *Northwestern Lumberman* asserts that the line was operating between St. Helen and Houghton Lake. Michigan’s Logging Railroad Era mentions that in 1879, Backus Brothers (for whom Backus Lake was likely named) was responsible for the production of 2.0 million board-feet of timber from the company’s logging camp. The logs were being shipped out on the MC, from the village of St. Helen. Backus Brothers must have been forwarding logs to St. Helen using the Houghton & St. Helen’s Lake Railroad.

By 1883, the Houghton & St. Helen’s Lake Railroad no longer existed. Part of it had been used to construct the SHHL&W. Figure 34-5 is part of Colton’s 1886 *Map of Michigan*. It displays the SHHL&W as it





34-5 1886 SHHL&W-Colton's *Map of Michigan*



34-6 1889 Rand, McNally & Co.'s *Michigan*

originated well north of St. Helen Lake, and curved around the south shore of the lake. After passing Fortesque, the railroad apparently terminated at a junction point with the HL&BC. The SHHL&W had a length of 8 miles in 1884, and 13 miles in 1887. A settlement called Williams can also be seen in Figure 34-5. That spot is represented as Williams Junction in Figure 34-6, which comes from Rand McNally's 1889 *Michigan*, and appears in *The Enlarged Business Atlas and Shippers Guide*. The presence of the word Junction in this name implies that at least one other grade existed there. This might have been a logging branch; on the other hand, it may also have been the origin of a right-of-way leading to Houghton Lake, when the Houghton & St. Helen's Lake Railroad was operating.

It seems likely that a small dam existed at the original place where the village of St. Helen existed. It would have created a mill pond for log storage, and the pond may have been considered part of St. Helen Lake. This dam probably raised the level of St. Helen Lake only slightly. On the other hand, in 1930, a dam was built which likely flooded many of the old railroad grades in the area. These facts explain why *Twelfth Annual Review of the Lumber and Shingle Product of the Northwest* (presenting data from 1884) states that the

SHHL&W dumped logs in St. Helen Lake. The log dump was the mill pond created by the dam.

*Michigan's Logging Railroad Era, 1850-1963* reports that in 1886, Henry Stephens operated two sawmills at the village of St. Helen. One of them must have been the mill owned formerly by Alexander Swift. Stephens probably bought the second mill from the Oscoda Lumber Company after it ceased operating and pulled up its own logging line, the St. Helen's Lake & Southern Railroad. Henry Stephens, Senior died in 1884; thereafter the business was managed by his son, Henry Stephens, Junior.

The 1887 edition of *Poor's Directory of Railway Officials* states that the SHHL&W was 13 miles long and ran between Curtisville and Pine Ridge. Curtisville was a community on the east shore of the main body of St. Helen Lake, approximately where the town of St. Helen is currently located. It would seem that the track between Curtisville and the original site of the village of St. Helen was no longer in use. Indeed, A. J. Johnson's 1889 *Map of Michigan and Wisconsin*, part of which is reproduced in Figure 34-7, indicates that a direct connection with the MC had been established on the east side of Curtisville.



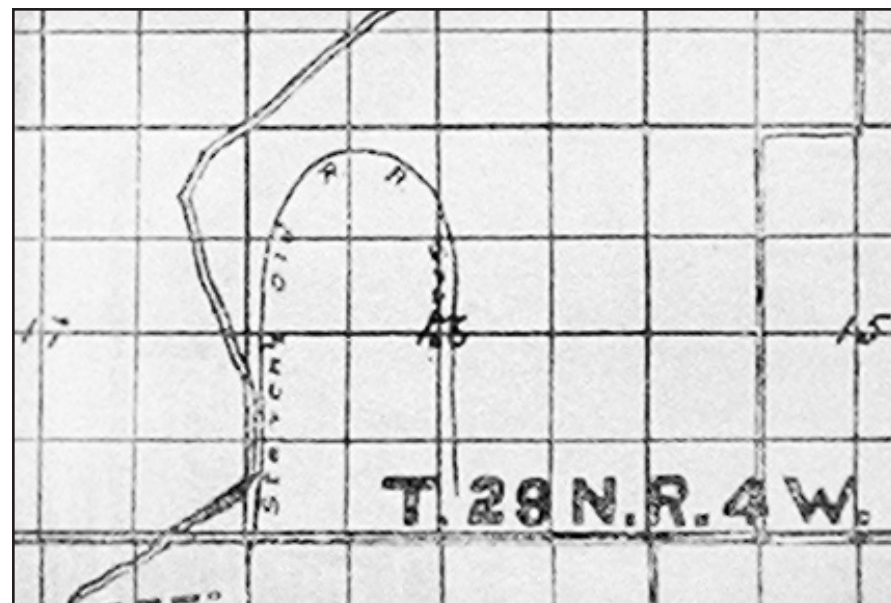
34-7 1889 SHHL&W link to MC at Curtisville



34-8 Henry Stephens & Company Locomotive

The 8 June 1889 *Northwestern Lumberman* reports that the Stephens mill at St. Helen was still receiving saw logs by rail. The SHHL&W does not appear in the 1890 and 1892 editions of Poor's Directory of Railway Officials. Previously, the 6 April 1888 *Saginaw Courier* had reported that Henry Stephens planned to put up a new sawmill at Waters, in Otsego County. Figure 34-8 is courtesy of the Burton Historical Collection. In this image, logs are being transferred to a Henry Stephens & Company train at an unspecified location.

The Henry Stephens & Company railroad at Waters, in Otsego County, was also built to standard gauge. One right-of-way led west from the mill. Another grade traveled southwest, paralleling the mainline of the MC down into Crawford County where it curved west, and eventually north, reentering Otsego County. The effort of Kevin Springsteen in researching this grade is appreciated. Rand, McNally & Company's 1893 Lumberman's Directory notes the railroad at Waters to be 6 miles long, with 2 locomotives. Various lumber journals report the length at 18 miles in 1906, 21 miles in 1910, and 25 miles in 1912. The line did not appear in the 1917 Southern Lumberman's Directory of American Saw and Planing Mills. A portion of it, in Section 16 of Hayes Township (Township 29



34-9 1918 Tax Map from Ward Family Papers



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North, Range 4 West), is visible in Figure 34-9. This figure is part of the “1918 tax map” archived in the David Ward Family Papers, at the Bentley Historical Library. A right-of-way called “Steven’s Old R. R.” can be seen.

### **St. Helen’s Lake & Southern Railroad**

The St. Helen’s Lake & Southern Railroad (SHL&S) was a short-lived line that terminated at the original site of the village of St. Helen, before that townsite moved to its present location. Articles of Incorporation for the railroad were signed 9 January 1883; it was envisioned to be 18 miles long, with a distant terminal in the center of Section 17, in Nester Township (Township 21 North, Range 2 West). It’s difficult to know just how far south the railroad actually extended, for a map including this line has not been found. It is possible that the incorporation process, in 1883, merely formalized the structure of a logging railroad that had already been operating for a few years.

Mr. Greene Pack was the principal shareholder of the SHL&S. In the 1880 census, Pack lived at Oscoda, in Iosco County, and was a lumberman by profession. Page 115 of Michigan’s Logging Railroad Era reports that in 1879, the Oscoda Lumber Company ran a logging camp which sent its output to St. Helen Station, on the MC. That year, the camp produced 1.5 million board-feet of logs. Those logs probably were sent to the company’s mill at St. Helen via the railroad that became the SHL&S in 1883. By 1886, the company’s St. Helen sawmill had been acquired by Henry Stephens, giving Stephens two mills there.

Recent topographical maps label several pathways, south of the current location of St. Helen, as “old railroad grade.” These seem unlikely to have belonged to any other railroad besides the SHL&S. I suspect that most were built by the Oscoda Lumber Company before the SHL&S was incorporated, and that the business constructed few new rights-of-way after 1883. Beginning in 1884, there is no mention of this railroad in various contemporary lumber publications; its existence may have ended shortly after it was incorporated.

### **Unidentified Railroads**

Almost all that is known about a logging railroad operated by Cade & Elya comes from the 30 May 1883 *Lumbermans Gazette*. That

article notes that the line was one of the best in Michigan, and was located in Roscommon County. Cade may have been the Richard Cade, age 54, a lumberman born in Canada, who was enumerated in the 1880 US census of Higgins Township, in Roscommon County. Cade & Elya were also mentioned in the 15 January 1884 *Canada Lumberman*, which reports that a pine tree nearly six feet in diameter at the stump had recently been cut for Cade & Elya Brothers near Frederickville, Michigan (Frederickville was an earlier name for Frederic, in Crawford County).

Darrah & Sellinger was a partnership of James M. Darrah and George H. Sellinger. Both men resided at Big Rapids in Mecosta County. The Hotchkiss History of the Lumber and Forest Industry of the Northwest notes that Darrah & Sellinger logged in Roscommon County between 1885 and 1887. They used a logging railroad ten miles in length. According to the 9 November 1887 *Saginaw Courier*, Darrah acquired complete ownership of the railroad in 1887 and moved it to Paris, in Mecosta County. There, he operated it while logging for A. V. Mann & Company. The Darrah & Sellinger railroad in Roscommon County probably was used to harvest logs belonging to other lumbermen, for there is no record of timberland being purchased by Darrah in that county.

John Godkin was an eccentric Bay City lumberman who logged in Roscommon County as early as 1878. The 11 February 1886 *Muskegon Chronicle* mentions that he operated a tram railway while fulfilling a logging contract for Rory MacDonald. The location has not been determined.

Michigan’s Logging Railroad Era, 1850-1963 mentions a pole road associated with “Marion’s Camp.” Allegedly, it was located on the south side of Houghton Lake in 1878, but no source citation was given.

The 16 January 1881 *Lumbermans Gazette* reports that Matthew Wilson was using a two-mile, horse-drawn tram railway. No deed could be found to identify the timberland being harvested. In 1883, Wilson was logging in Sections 22 and 25 of Gerrish Township (Township 24 North, Range 3 West). It is unknown whether the tram was located there.

## Wexford County

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### William T. Addis Railroads

William T. Addis logged by rail in several counties. His first venture into railroad logging was in the border region between Grand Traverse County and Wexford County. He bought a large stand of pine timber there in 1877 and began laying track in 1878. During 1879, he worked in Missaukee County, using a tram road leading to the Clam River. Also in 1879, Addis operated a railroad between White Cloud and Crooked Lake, in Newaygo County. He last logged by rail in Charlevoix County, between 1882 and 1884. That line was called the Spring Harbor & Boyne Falls Railroad.

The north end of the Addis line in Grand Traverse County terminated at a log dump on the north side of the Manistee River. The dump was located in Wexford County, in Section 5 of Liberty Township. In Grand Traverse County, the railroad entered Sections 32 and 31 of Fife Lake Township. This area was one or two miles west of Walton. The 1881 Atlas of Grand Traverse County indicates that Addis still owned all of Section 31.

None of the Addis railroads appear in Twelfth Annual Review of the Lumber and Shingle Product of the Northwest, which reports data from 1884.

### Milton J. Bond Railroads

Milton J. Bond was a Cadillac lumberman who was associated with sawmills and railroads in several locations. His operation at Chase, in Lake County, is described in Chapter 23. Montcalm County was the location for a 36-inch gauge logging railroad utilized by Bond. In Wexford County, he ran a sawmill at Clam Lake Village (now Cadillac) as early as 1877. One more Wexford County mill was located in Section 4 of Haring Township, at a place appropriately called Bond's Mill. The Shay Locomotive, Titan of the Timber notes that the first Shay locomotive built at Lima, Ohio was used at Bond's Mill. According to Michigan's Logging Railroad Era, 1850-1963, Bond received that engine in 1879. It probably was used to move lumber from Bond's Mill to a siding on the Grand Rapids & Indiana

Railroad mainline, for there is no evidence that Bond logged by rail at that location. In 1885, Bond bought the sawmill and 36-inch gauge logging railroad of the Armistead Lumber Company, in Mississippi. It was reported that his locomotive from Chase was moved there.

### Cadillac Chemical Company

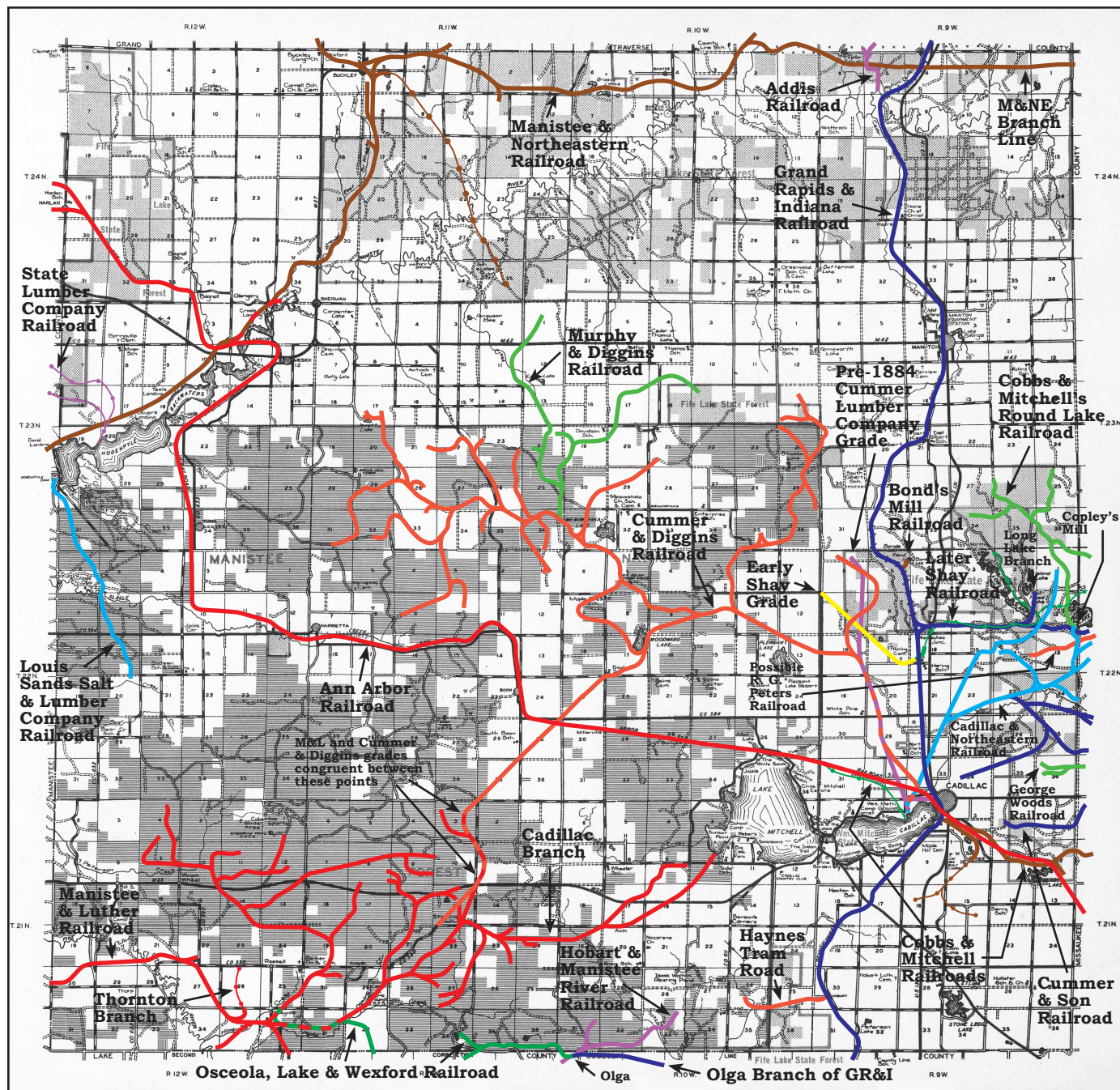
The Cadillac Chemical Company was formed in 1904 as a cooperative effort of Cobbs & Mitchell, Cummer & Diggins, and Mitchell Brothers. Using waste material generated by the logging activity of Cobbs & Mitchell and Mitchell Brothers, the chemical company produced wood alcohol, acetate of lime, and charcoal. Cummer & Diggins had already been running a similar operation for the production of chemicals and charcoal since 1901. The Cadillac Chemical Company plant #1 was constructed south of the Cobbs & Mitchell mill in Cadillac, on the southeast shore of Lake Cadillac. Charcoal produced there was used at the nearby Mitchell-Diggins Iron Company plant. Plant #2 of the Cadillac Chemical Company operated at the Mitchell Brothers mill at Jennings, in Missaukee County.

The chemical company had no logging railroad of its own, but did operate narrow gauge cars within plant #1. Figure 35-1, courtesy of the Wexford County Historical Society, displays the dual-gauge track at the Cadillac facility. Plant #2 closed in 1920 when Mitchell Brothers exhausted their timber. Similarly, plant #1 closed in 1926.

### Chittenden & Herrick Railroads

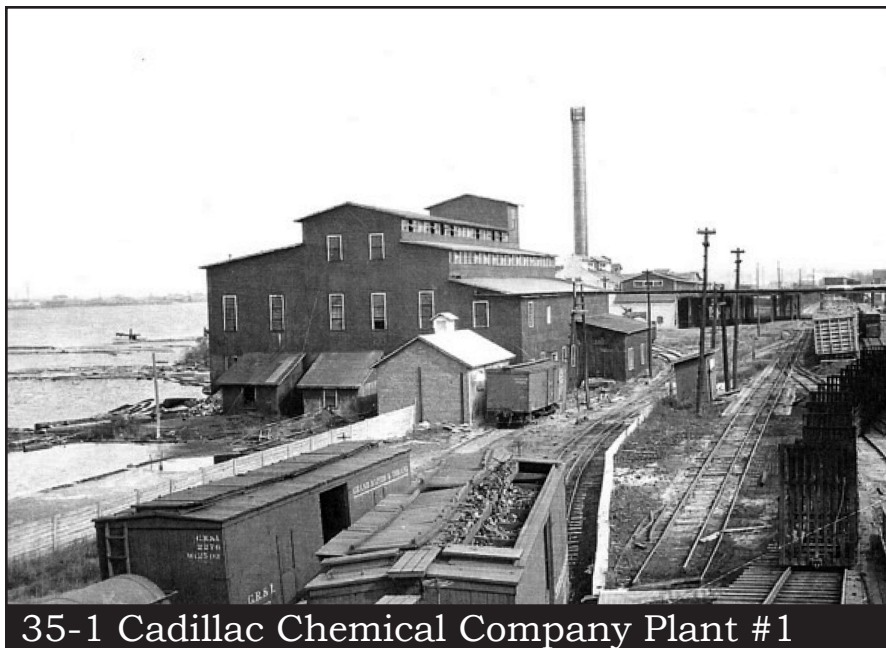
The firm of Chittenden & Herrick was responsible for construction of two logging railroads. One, in Missaukee County, became part of the Missaukee Branch of the Grand Rapids & Indiana Railroad (GR&I). The other, the Osceola, Lake & Wexford Railroad, was located in Lake and Wexford Counties.





Wexford County Railroads





35-1 Cadillac Chemical Company Plant #1

The history of Chittenden & Herrick began in 1888 with the association of the Honorable Clyde C. Chittenden and George E. Herrick (a Cadillac lawyer). The 1889 Atlas of Wexford County shows that Chittenden & Herrick owned a small parcel of land in Cadillac. Located on Lake Cadillac, it was immediately southwest of the Cobbs & Mitchell mill. Logs gathered from points around Little and Big Clam Lakes were probably brought there for shipment over the GR&I to distant customers.

William F. Chittenden, Clyde's father, joined the business in 1890. The history of some of the company's activity in Missaukee County can be gleaned from a case heard before the Michigan Supreme Court 17 November 1897 (D. A. Blodgett versus John J. Foster). Chittenden & Herrick had agreed 1 May 1891 to cut pine timber on certain lands in Missaukee County, manufacture it into lumber, and sell it to Foster. George E. Herrick apparently left the firm sometime during the next 13 months, for Herrick no longer appeared in the company name. The contract being litigated had been signed over to the Chittenden Lumber Company, comprised of Clyde C. and William F. Chittenden, on 1 June 1892. On 1 June 1893, the Chittenden Lumber Company reassigned the contract to the Wexford Lumber

Company, of which the two Chittendens were the principal owners. In March of 1896, the Wexford Lumber Company assigned all of its rights under this contract to D. A. Blodgett.

There is reason to believe that the Missaukee County pinelands involved in this contract belonged mostly to D. A. Blodgett. Blodgett had used his own Clam River Railroad, in Missaukee County, to dump logs into the Clam River during the 1880s. That timber was then milled at Manistee after being carried there by the Manistee River. But in the early 1890s, Blodgett made a contract with the Cummer-Diggins Lumber Company. That company was to cut a significant part of Blodgett's timber remaining along the border between Wexford and Missaukee Counties, and mill the logs at Cadillac. It seems likely that a similar arrangement had been made, in 1891, with Chittenden & Herrick.

Meanwhile, in 1890, the GR&I had completed its Missaukee Branch through Sandstown to Lake City. Michigan's Logging Railroad Era, 1850-1963 cites the 2 October 1892 *Saginaw Courier-Herald* as the source for a statement that Chittenden & Herrick were operating a railroad which extended six miles to the east of Lake City. The Valuation Report for the GR&I notes that its Herrick Branch (undoubtedly named for George E. Herrick) had been acquired from D. A. Blodgett & Company sometime before 25 July 1896.

The second railway constructed by Chittenden & Herrick was the standard gauge Osceola, Lake & Wexford Railroad (OL&W). It was incorporated 21 May 1892. Principal owners were the two Chittendens, George E. Herrick, and Fred S. Lamb. It was to run between Olga, in the northeast corner of Lake County, and Hoxeyville, in southern Wexford County. At Olga, it connected with the Olga Branch of the GR&I. Hoxeyville was the location of the Chittenden & Herrick (later, the Chittenden Lumber Company) sawmill. Quite possibly, logs from Missaukee County were brought to Hoxeyville for manufacture into finished lumber. In addition, the 1893 Rand, McNally & Company's Lumberman's Directory reports that the Chittenden Lumber Company, at Hoxeyville, operated an eight-mile logging railway using three locomotives. No Cadillac facility was mentioned. There is little doubt that the Chittenden Lumber Company built an extensive network of logging grades north, and northeast of Hoxeyville. Deed records indicate that a partnership of Chittenden & Lamb owned timberland in Sections 3-11 and 15-18 of Cherry Grove Township. At the same time, Chittenden & Herrick still had holdings in Section 13, 14, 24, 25, and 26 of Henderson

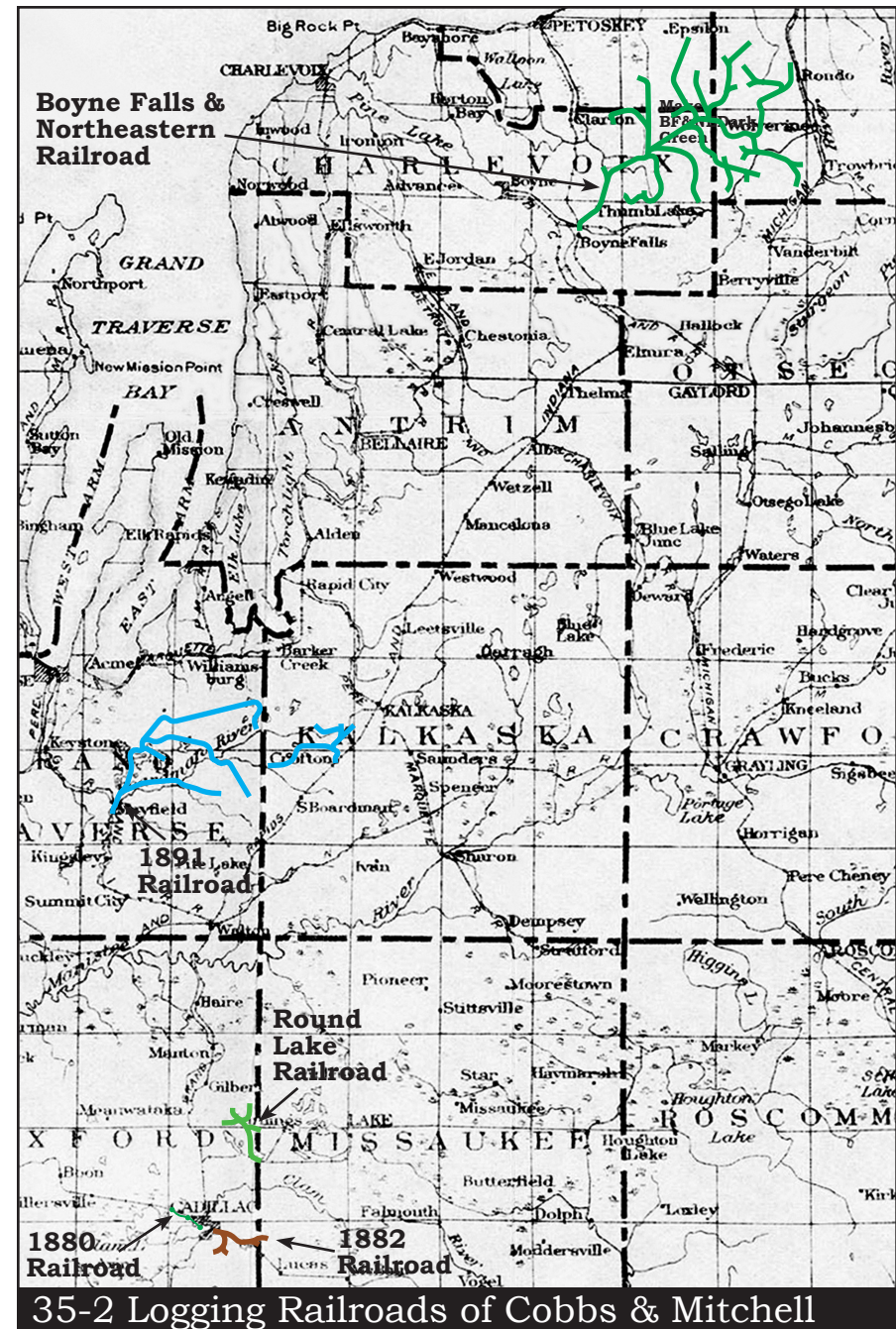


Township. The OL&W did not appear in the Tenth Annual Report on the Statistics of Railways in the United States for the Year Ending June 30, 1897. When the Manistee & Luther Railroad arrived in Hoxeyville that same year, it may have reused some OL&W grades.

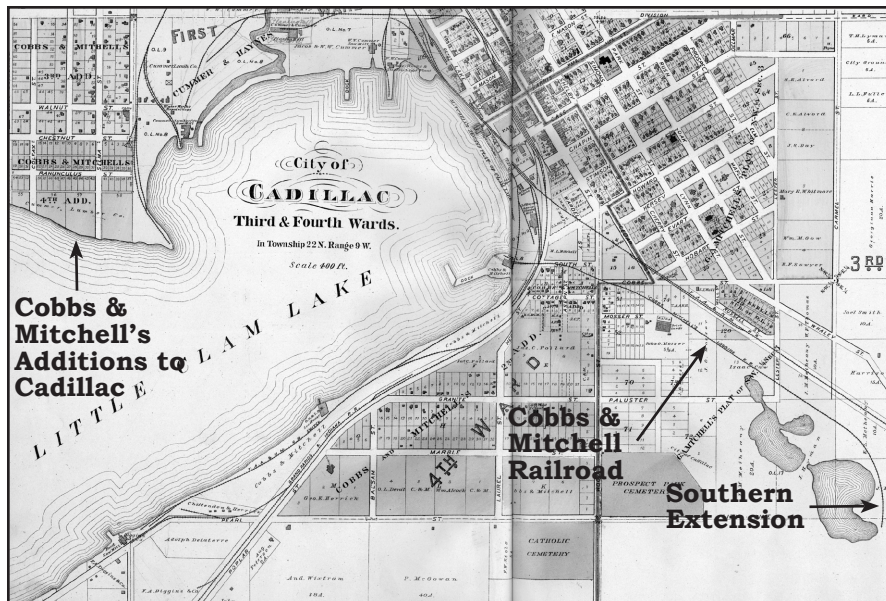
### Cobbs & Mitchell Railroads

Johnathan W. Cobbs and William W. Mitchell were Cadillac lumbermen. At various times, the firm of Cobbs & Mitchell operated at least six separate logging railroads, all of which are displayed in Figure 35-2. Mitchell also owned a share of the Cadillac Handle Company, which conducted business in Wexford and Emmet Counties. The first three Cobbs & Mitchell railroads were in Wexford County. Michigan's Logging Railroad Era, 1850-1963 reports that the earliest was of 36-inch gauge and originated at a log dump on the north shore of Little Clam Lake (now Lake Cadillac). Initially, cars were horse-drawn, but in 1880 a Shay engine was put in service. The location of this line has not been absolutely confirmed, but the 1889 Atlas of Wexford County reveals that the company still owned the northwest quarter of the northwest quarter of Section 31, in Haring Township. During 1889, Cobbs & Mitchell's 3<sup>rd</sup> and 4<sup>th</sup> Additions to Cadillac were platted on a point of land along the north shore of Lake Cadillac, directly across the lake from the company's sawmill on the lake's eastern shore. Figure 35-3 shows these relationships. It seems likely that Cobbs & Mitchell's first railroad originated on this point of land and passed through the company's parcel in Section 31. From a log dump at the end of this segment of railroad, timber would have been towed to the Cobbs & Mitchell mill.

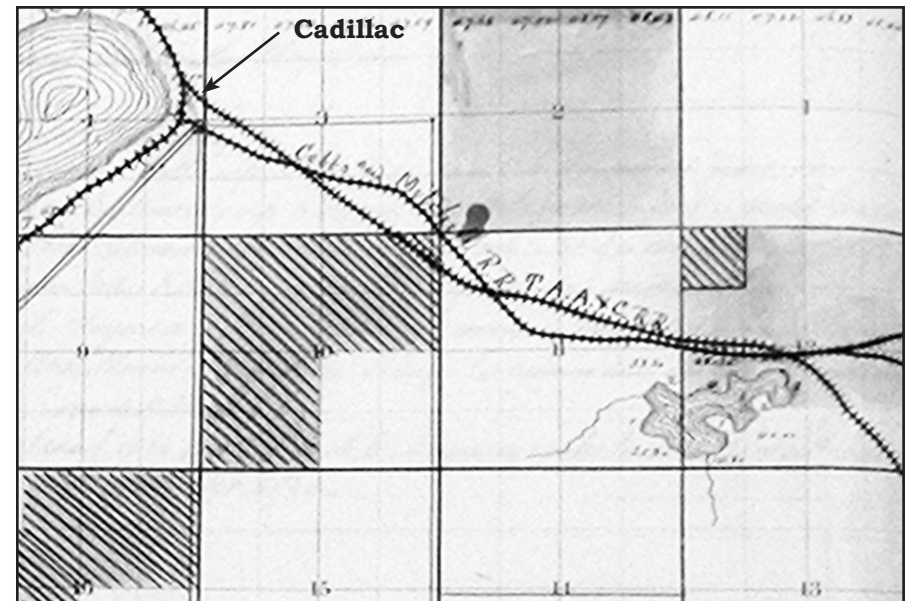
In 1881, the company acquired timberland in Sections 26, 34 and 36 of Cedar Creek Township. Section 13 of Haring Township was also bought from E. J. Copley. Then Copley constructed his Round Lake Railroad for the purpose of transporting Cobbs & Mitchell timber from all these sections to Copley's sawmill on Round Lake. That mill was at the south end of the lake, in Section 7 of Lake Township, just inside the border of Missaukee County. Page 363 of The Traverse Region contains additional details about operations at Round Lake. Lumber produced at the mill went out over the Missaukee Branch of the GR&I, which was installed in 1882. The Cummer Lumber Company acquired its own mill at Round Lake in 1884 from O. S. Whitmore, and extended its Cadillac & Northeastern Railroad to serve it. Hotchkiss' 1886 Lumberman's Directory indicates that during 1886, the Cummer Lumber Company, Cobbs & Mitchell, and Mitchell Brothers & Murphy all had sawmills at Round Lake.



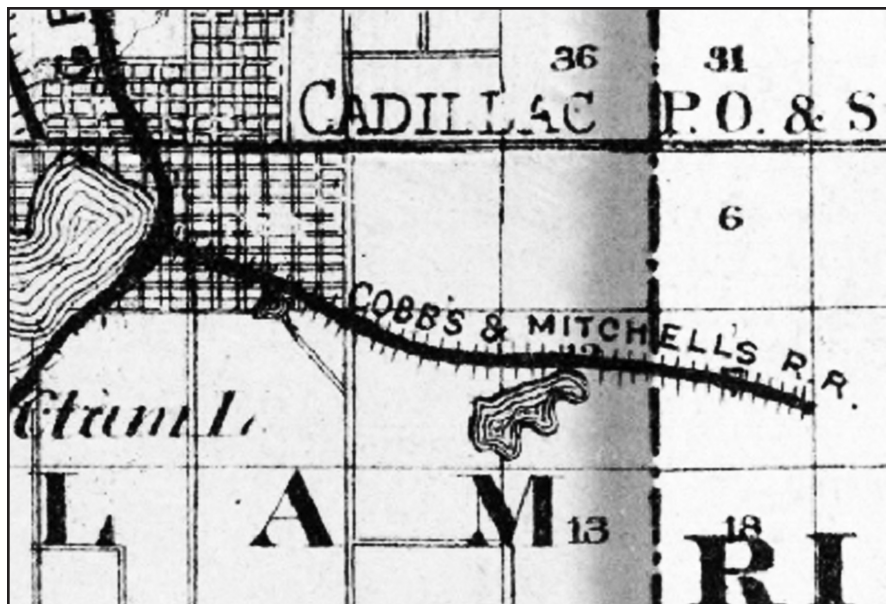




35-3 1889 Cobbs & Mitchell Additions and RR



35-5 1880s Map from Blodgett Papers



35-4 1884 Map from Tackabury Atlas

The third Wexford County logging line operated by Cobbs & Mitchell was built to 36-inch gauge. It began at the company's mill, on the east side of Little Clam Lake (Lake Cadillac), and extended eastward. Twelfth Annual Review of the Lumber and Shingle Product of the Northwest reports that in 1884, this line was five miles long, having been constructed in 1882; two Lima-built locomotives operated over it. Similar statistics for the railroad were contained in the 12 February 1887 *Northwestern Lumberman*. Figure 35-4 comes from the 1884 Takabury's Atlas of the State of Michigan. The right-of-way can be seen reaching from Cadillac into Missaukee County.

The predecessor of the Ann Arbor Railroad existed near this Cobbs & Mitchell grade when the map seen in Figure 35-5 was produced in the 1880s. The map is courtesy of the Bentley Historical Library and is part of Volume 27 of the Blodgett Family Papers. Sometime after this map was made, the eastern portion of the Cobbs & Mitchell right-of-way was pulled up and used to install a new grade to the south. That southern extension is visible in Figure 35-3. The Cobbs & Mitchell portion of M. J. McGovern's *Michigan Railroad History Pamphlet*, courtesy of the Bentley Historical Library, notes that the partners operated a logging camp on the southern extension, in October of



1888. It was in Section 16 of Clam Lake Township. But when 1889 arrived, timber along that right-of-way had been exhausted, causing the Cobbs & Mitchell mill in Cadillac to close.

In 1890, Cobbs & Mitchell purchased a large parcel of timberland in Grand Traverse County. The tract was obtained from the land office of the GR&I, and an arrangement was made whereby that railroad would transport logs to Cadillac. The properties transferred to Cobbs & Mitchell appear on the maps of Acme, East Bay, Union, and Whitewater Townships in the 1895 New Atlas and Directory of Grand Traverse County. By 1891, the original Cobbs & Mitchell mill in Cadillac was running again, and a second mill had been added. The company developed a standard gauge railroad which interchanged with the Traverse City Rail Road (part of the GR&I) at a place called Cobbs Junction. The junction was sited approximately one mile north of the village of Mayfield. The 10 May 1895 *Fife Lake Monitor* reports "The firm of Cobbs & Mitchell have built a railroad during the past week from Boardman River to Rainy Lakes to transport logs." While "Rainy Lakes" may actually have referred to Rennie Lake, the article does imply that some logging done in Grand Traverse County by Cobbs & Mitchell used the Boardman River, at least in part, to get logs to Cobbs Junction.

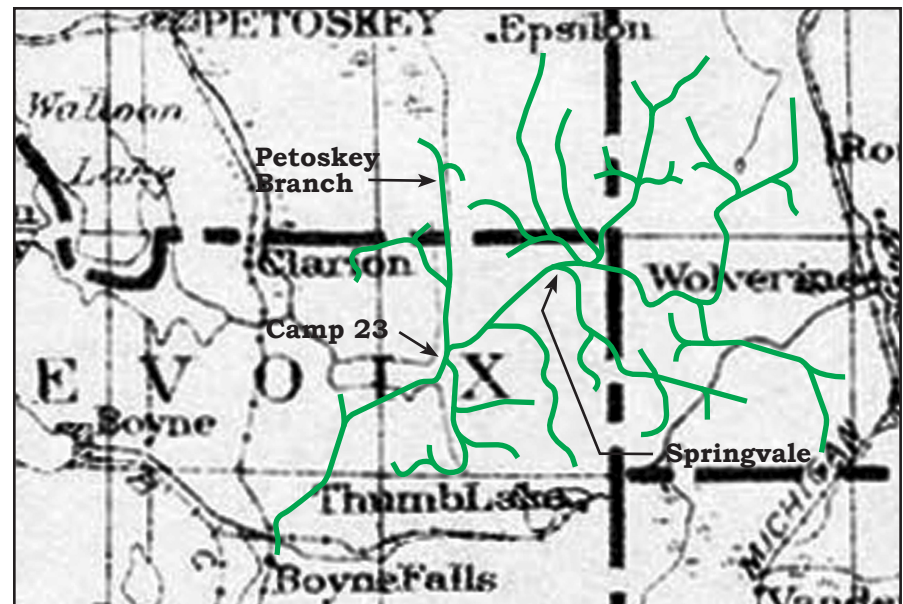
Although the Cobbs & Mitchell railroad had already been removed, Cobbs Junction can be seen in Figure 35-6, part of Cram's 1912 Atlas of the World. From Cobbs Junction, the logging line stretched north and east over a wide area. Eventually it grew to a length of 19 miles. A nice map of the network of logging grades that were tributary to Cobbs Junction can be found in Wakefield's Sail & Rail, A Narrative History of Transportation in the Traverse City Region. The harvesting of timber along this right-of-way was completed in 1897.

Another large land purchase was made 1892, this time in Kalkaska County. Harvesting of that timber began in 1897. Another standard gauge line was developed at Crofton, leading north from the GR&I mainline. From there, loaded log cars were transported to Cadillac.

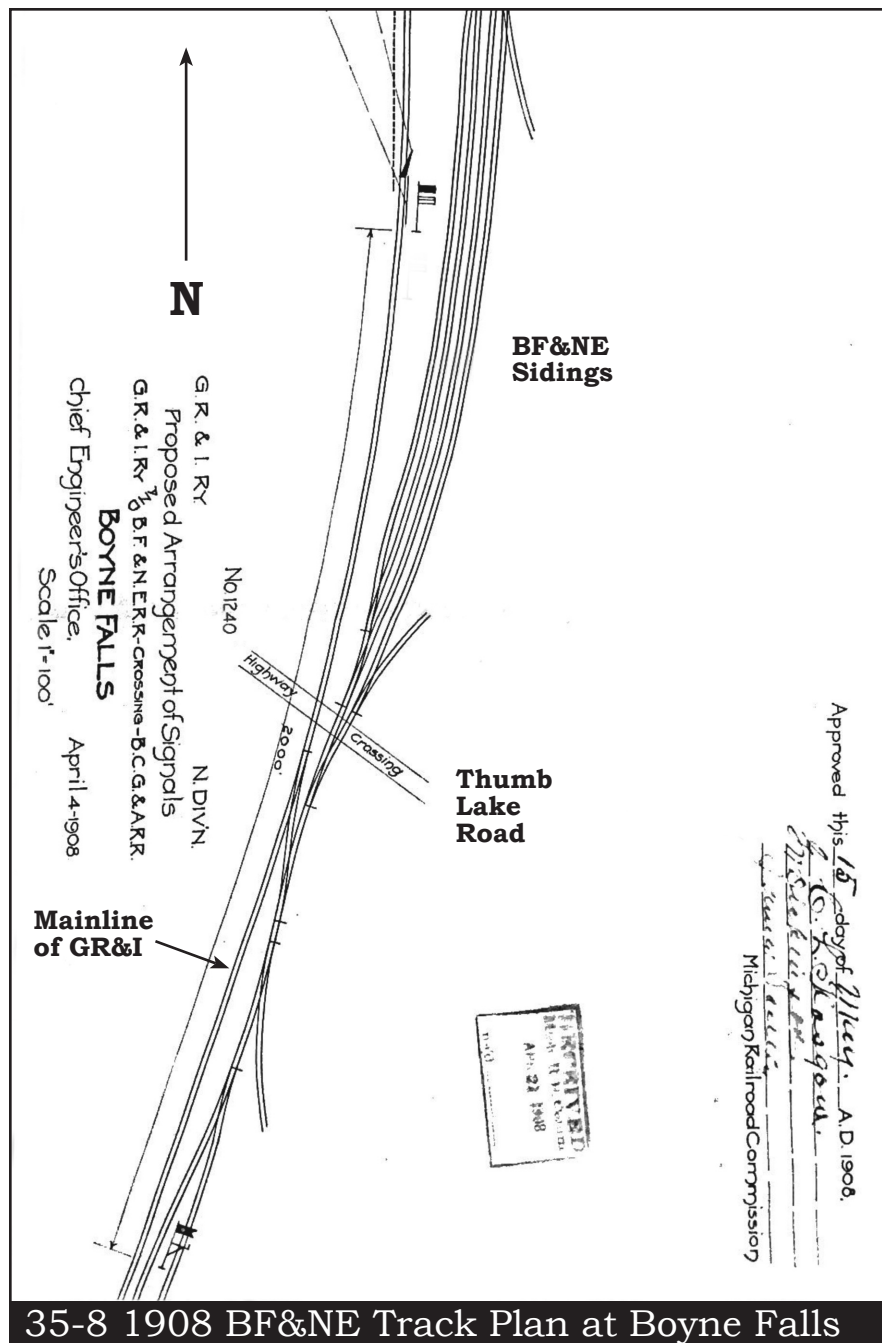
Anticipating the need for a continuing supply of timber after its Kalkaska County timber was exhausted, Cobbs & Mitchell bought 40,000 acres of hardwoods in Charlevoix, Emmet, and Cheboygan Counties in 1897. The standard gauge Boyne Falls & Northeastern Railroad (BF&NE) was built to harvest that tract. Michigan Railroads & Railroad Companies reports that construction of the BF&NE began at Boyne Falls, in Charlevoix County, circa 1898.



35-6 1912 Location of Cobbs Junction



35-7 Route Map of the Boyne Falls & NE RR



35-8 1908 BF&NE Track Plan at Boyne Falls

Figure 35-7 outlines the major grades of the BF&NE. Figure 35-8 is courtesy of Mike Delaney and the Archives of Michigan. It demonstrates the relationship at Boyne Falls between the GR&I and the BF&NE. A large BF&NE branch had already reached Cheboygan County when the 1902 Plat Book of Cheboygan County was published. The 1903 Annual Report of the Grand Rapids & Indiana Railway Company describes an agreement between that line and Cobbs & Mitchell, adding 4.5 miles of track to the BF&NE. The cost would be \$1,000 per mile, with future extensions up to 17 miles.

The Petoskey Branch of the BF&NE was present in 1904, entering Emmet County. That branch was named in a 1907 article which appears in Railroad Reports, Volume 46. The article concerned an accident which occurred 13 September 1904. The mishap took place near Cobbs & Mitchell's Camp 29, on the Petoskey Branch, and affected a train that had come from Camp 23, on the mainline. Camp 23 is identified in Figure 35-7.

A 1906 *American Lumberman* publication notes that the BF&NE possessed 30 miles of track, 4 locomotives, and 100 cars. By 1910, the length was up to 40 miles, but had fallen to 25 miles by 1912. Michigan's Logging Railroad Era, 1850-1963 mentions that, over its lifetime, the BF&NE caused about 100 miles of track to be constructed. The largest amount operated at one time appears to be 40 miles in 1908 and 1910. Springvale, near the center of the company's timber, had a roundhouse, commissary, and tavern. The railroad's headquarters and machine shop were located immediately north of Boyne Falls. The Cobbs & Mitchell timber along this railroad was depleted by 1926 and the line was soon abandoned.

### Cummer Lumber Company

The Cadillac & Northeastern Railroad (C&NE) was the formal name for the logging line operated by the Cummer Lumber Company. Jacob Cummer was the company's principal owner; Jacob was also associated with his son, Wellington W. Cummer, in the Cummer & Son Railroad. Yet another local logging line, the Cummer & Diggins Railroad, was named for Wellington W. Cummer and Delos Franklin Diggins.

Twelfth Annual Review of the Lumber and Shingle Product of the Northwest does not distinguish clearly between the C&NE and the Cummer & Son Railroad, stating that construction of both began in 1884. However, there is ample evidence that the Cummer Lumber

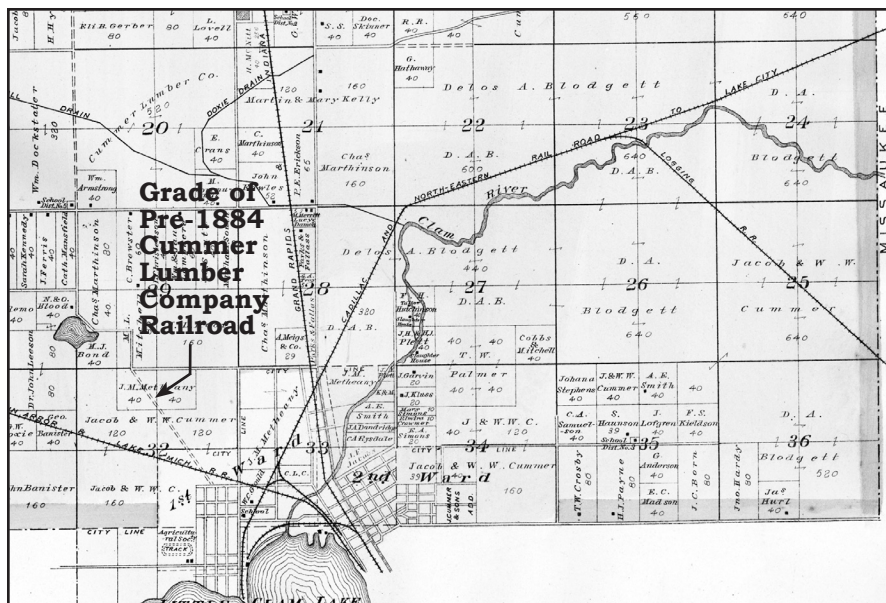




Company operated a logging railroad prior to that year. The Shay Locomotive, Titan of the Timber reveals that the Cummer Lumber Company took delivery of a Shay locomotive, Construction #12, on 10 April 1881. Figure 35-9, from the map of Wexford County appearing in the 1884 Takabury's Atlas of the State of Michigan, discloses that the first right-of-way used by the Cummer Lumber Company traveled north and slightly west from Lake Cadillac, almost paralleling the mainline of the GR&I for more than six miles. The southern portion of that grade was likely built originally by L. O. Harris, whose mill on Lake Cadillac was bought by the Cummer Lumber Company in 1882. Much of the track visible in Figure 35-9 was evidently abandoned sometime after a new line (the C&NE), heading northeast to Lake City, was built during 1884. Perhaps the C&NE was named as such to distinguish it from the Cummer & Son railroad, which had its origin along the C&NE (see description below). At least some of the "Cummer R. R." visible in Figure 35-9 was reused later by the Cummer & Diggins Lumber Company Railroad.

The C&NE was a 36-inch gauge line which, at first, was simply a logging railroad. Its planned length was 15 miles. Michigan's Logging Railroad Era, 1850-1963 reports that in 1884, the Cummer Lumber Company purchased the O. S. Whitmore mill at Round Lake and its associated pinelands. Subsequently, the C&NE was extended to that mill. The 12 September 1885 Lumberman's Gazette reveals that the railroad was carrying passengers and freight between Cadillac and Lake City. However, the eastern part of the journey required passage on a steamer operated by a Captain Towle. The 10 October 1885 edition of the same journal explains that a plan for the last five miles of the line, to Lake City from Komos Park (perhaps later called Komoko Park), had been made. By 1886, two passenger trains per day linked Cadillac and Lake City. Intermediary stops were made at the crossing of the GR&I mainline, Blodgett (the crossing of the Clam River Railroad), Gerrish, Komoko Park, and McMillen. Figure 35-10 is part of the map of Haring Township contained in the 1889 Atlas of Wexford County. The "Logging R. R." that connects with the C&NE in Section 23 is the Cummer & Son Railroad. Figure 35-11 was taken from Cram's 1889 Michigan. "E. Komoko" appears in this figure. Figure 35-12 comes from Pond's 1895 Michigan. Blodgett and Gerrish Stations are visible. Figure 35-13 shows the C&NE and the Cummer & Son Railroad on a modern map. The C&NE depot at Cadillac is memorialized in Figure 35-14, which is courtesy of the Claude Stoner Collection at the Bentley Historical Library.





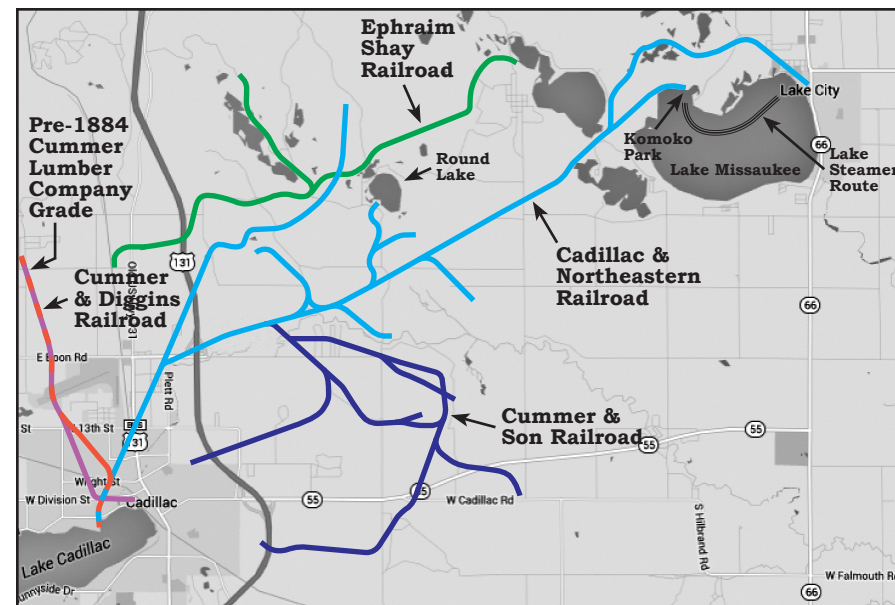
35-10 1889 Atlas of Wexford County



35-12 1895 Blodgett and Gerrish



35-11 1889 E. Komoko in Michigan by Cram



35-13 Track Plans for Selected Railroads





35-14 C&NE Depot at Cadillac

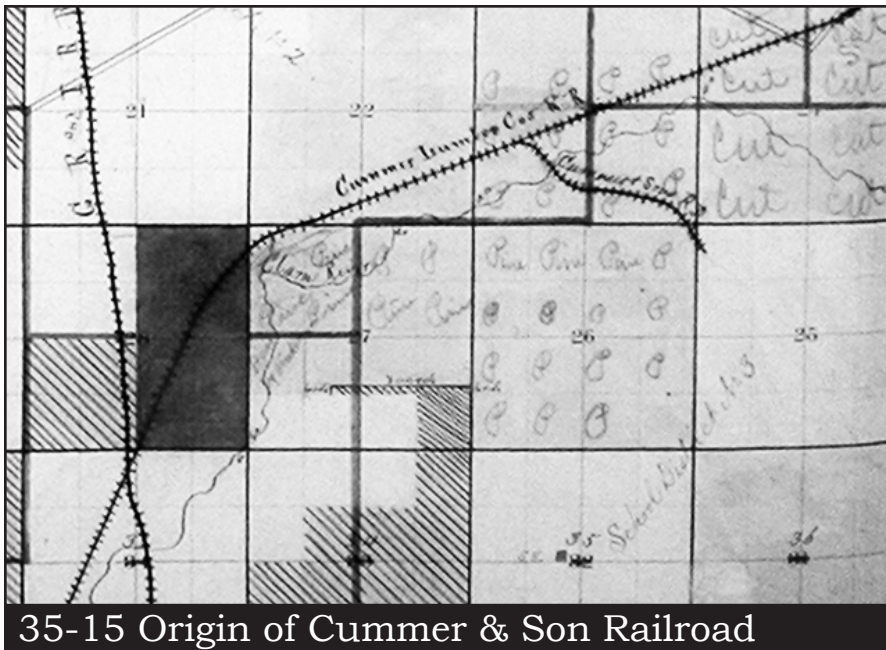
The 1897 Tenth Annual Report on the Statistics of Railways in the United States indicates that the C&NE operated a four-mile line on June 30 of that year. That length was said to be a decrease of 11 miles from the mileage in operation one year before. The C&NE is included in the 1900 Michigan Railroad Appraisal Record Books, but may have been out of service by then, for it is absent from the 1900 edition of Poor's Manual of Railroads.

### Cummer & Son Railroad

The Cummer & Son Railroad (C&S) was also of 36-inch gauge and was owned by Jacob Cummer and his son, Wellington W. Cummer. Construction of 3.5 miles of the line was completed in 1884. The C&S originated from the C&NE in Section 23 of Haring Township and C&S trains used the C&NE right-of-way to reach the Cummer Lumber Company log dump on Lake Cadillac. Figure 35-15 comes from the Blodgett Family Papers at the Bentley Historical Library. The origin of the C&S is visible. The railroad reached into Missaukee County, and the 1890 edition of Poor's Manual of Railroads notes that it was 9.5 miles long, with 2 locomotives and 32 logging cars. A similar description is found in the 1892 edition of Poor's Directory of Railway Officials, but Poor's Manual of Railroads for 1892 no longer has an entry for the C&S. The listing for Cummer & Cummer (i.e. Cummer & Son) in the 1893 Rand, McNally & Company's Lumberman's Directory has no reference to a railroad; it must have been abandoned within the previous year. Figure 35-13 shows the path of the line in Wexford and Missaukee Counties.

### Cummer & Diggins Lumber Company Railroad

The Cummer & Diggins Lumber Company was founded in 1892 as a partnership of Wellington W. Cummer and Delos Franklin Diggins. During its first few years, D. A. Blodgett was also associated with the firm. The company was formed because most of the Wexford and Missaukee County pinelands owned by the Cummer Lumber Company had been harvested. If the Cummers wished to continue doing business in Cadillac, they would need to start milling hardwood logs, which were locally still available abundantly. During the transition from pine to hardwoods, a contract with D. A. Blodgett provided enough pine logs to keep the Cadillac mills humming. That timber came primarily from the area immediately east of Cadillac. It was brought to the mill by sleigh, since the Cummer & Son railroad had just been abandoned. After the transition, the Cummer-Diggins Lumber Company became one of the largest producers of hardwood flooring in the United States.



35-15 Origin of Cummer & Son Railroad

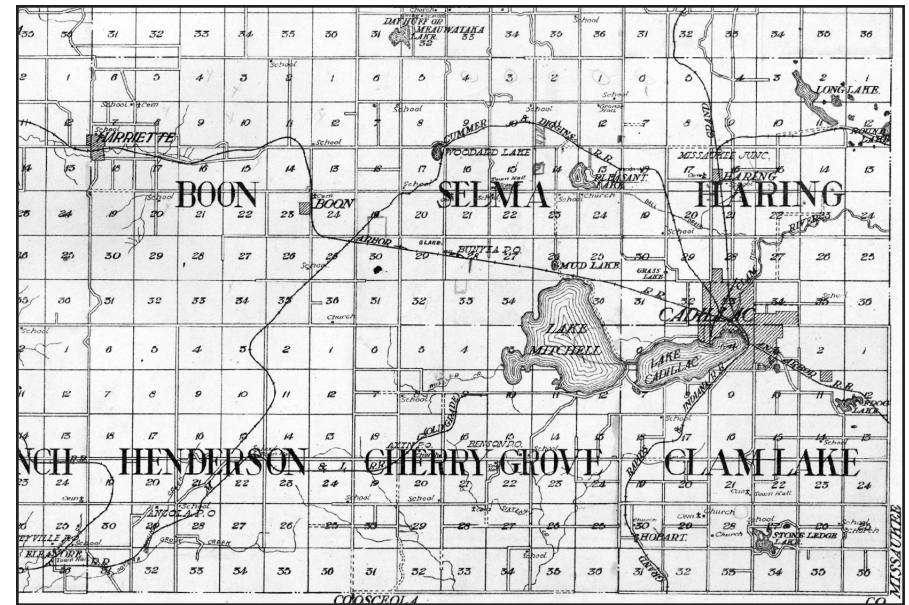


Late in 1892, Wellington W. Cummer bought 18,000 acres of hardwoods in Antioch, Colfax, Boon, and Selma Townships. A railroad would be built into those townships, northwest of Cadillac. The 1893 Rand, McNally & Company's Lumberman's Directory reports that Cummer & Diggins were using a logging railway six miles long, with one locomotive. Equipment from the abandoned Cummer & Son railroad was probably used on the line. The Cummer & Diggins right-of-way reused part of the Cummer Lumber Company grade seen in Figure 35-9. The 1908 Standard Atlas of Wexford County shows the extent of the line that year; part of the atlas is displayed in Figure 35-16. Figure 35-17, from the 1914 Atlas of Wexford County, reveals the track plan at a later time. The 1917 edition of The Southern Lumberman's Directory of American Saw and Planing Mills notes that the Cummer & Diggins railroad had 45 miles of track. The M. J. McGovern *Michigan Railroad History Pamphlet*, covering the Cummer & Diggins Lumber Company, has comprehensive mapping for the line.

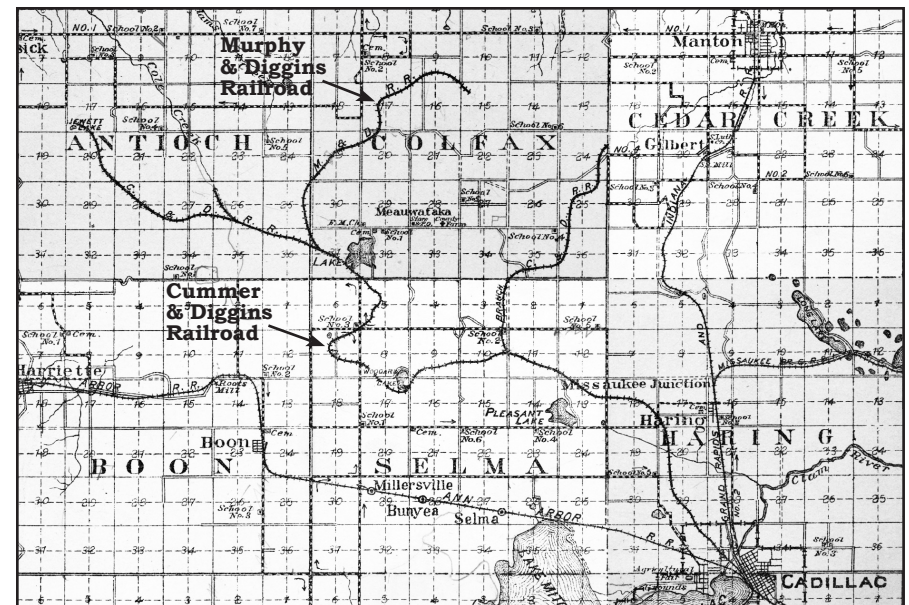
Figure 35-17 includes a representation of the railroad operated by Murphy & Diggins, mostly in Colfax Township. Murphy & Diggins had its mill in Cadillac. It was a partnership between Joseph Murphy and Fred A. Diggins, a brother of Delos Franklin Diggins. Polk's 1910 Lumber Directory notes that the Murphy & Diggins railroad was 2 miles long. In 1917, The Southern Lumberman's Directory of American Saw and Planing Mills reports the Murphy & Diggins railroad to be seven miles in length. It originated from the Cummer & Diggins railroad in Section 30 of Colfax Township. Figure 35-18 displays engine 6 of the Murphy & Diggins railroad. It is presented courtesy of the Claude Stoner Collection at the Bentley Historical Library. This engine was subsequently owned by the Cadillac Handle Company.

### George S. Graham Pole Road

Michigan's Logging Railroad Era, 1850-1963 cites The View from Courthouse Hill as the source for a statement that in 1878, George S. Graham used a pole road in Clam Lake and Cherry Grove Townships. A log dump at the west end of Little Clam Lake (now Lake Cadillac) was the terminal for the pole road. Wheeler's 1903 History of Wexford County, Michigan provides a short biography of Graham; it includes: "he was one of Wexford's early pioneers, and not long after his arrival he assisted in building the first saw-mill at Clam Lake, besides in many other ways contributing to the early growth and material advancement of the village . . ." Because the biography mentions that the sawmill was located at the village of



35-16 1908 Cummer-Diggins RR Track Plan



35-17 1914 Cummer & Diggins RR Track Plan





35-18 Engine #6 on the Roster of the Murphy & Diggins Logging Railroad



Clam Lake (now the city of Cadillac), logs may have been towed there from a dump site on the southwest side of Lake Cadillac. Graham came to Wexford County in 1871 and was primarily a farmer, having homesteaded the east half of the southeast quarter of Section 10, in Clam Lake Township. An exact location for the Graham pole road has not been determined.

### Charles E. Haynes Tram Road

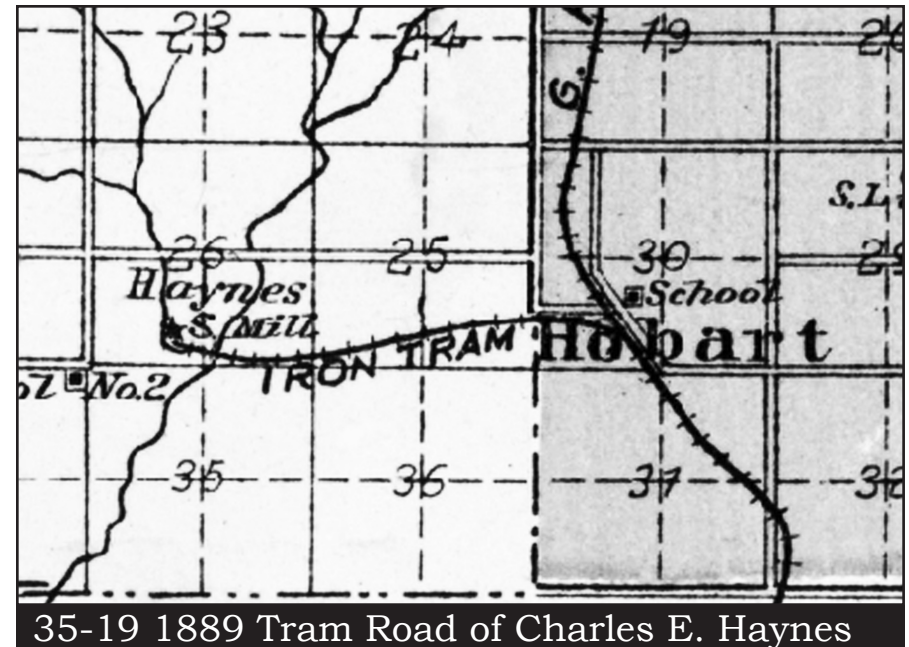
The iron tram road owned by Charles E. Haynes is visible in Figure 35-19, part of the 1889 *Atlas of Wexford County*. The Cherry Grove Township map in that atlas identifies the tram as belonging to “Chas. Haynes.” It ran between Hobart and Haynes’ sawmill, two miles to the west. [A History of Northern Michigan and its People](#) reports that this sawmill was bought by Haynes in 1888 and then sold sometime before 1890, when Haynes made an extended business trip to Montana and Washington States. He had returned by 1892, when he and his brother, Elbert J. Haynes, established Haynes Brothers, a Cadillac lumber merchandizing firm.

### William Kelley Railroads

[Michigan’s Logging Railroad Era, 1850-1963](#) includes several statements about logging activity carried on by William Kelley. One mentions that in 1873, Kelley operated a pole road on Cadillac’s Pine Street. Another states that he was working at an apparently different location when: “Kelley was given a contract by Shay and George Graham to take logs from their 80 acre tract east of Haring. Part of the contract called for a log tramroad to penetrate the timber tract. . . . 1878-By this date the pole tramroad had reached a length of three miles. . . . 1879-Tramroad was discontinued after Kelley’s death in 1879.” Only the 1879 statements had a source citation, from Peterson’s [The View from Courthouse Hill](#). Neither pole road has been located.

### James A. Pratt Railroad

James A. Pratt was a lumberman who was one of the original Trustees of the village of Clam Lake (now Cadillac) when it was incorporated in 1875. The 9 July 1881 *Northwestern Lumberman* reports that he was building a one-mile logging railroad from Big Clam Lake (now Lake Mitchell) to a large stand of pine in Cherry Grove Township. Although the exact location is unknown, Pratt’s log dump must have been in Section 3, 10, 11, or 12 of that township.



### Round Lake Railroad

In the 1880s, a logging railroad extended north from a log dump at the south end of Round Lake. There, the 1886 Hotchkiss [Lumberman’s Directory](#) reports that at a settlement called Round Lake, there were three sawmills and two shingle mills. The sawmills were operated by Cobbs & Mitchell, the Cummer Lumber Company, and Mitchell Brothers & Murphy. Probably all of the mills were located in the same general area, and may have been separate units of one large complex. [The Traverse Region](#) mentions that the particular mill at the terminal of the logging railroad was in Section 7 of Lake Township (see below), just inside Missaukee County. The railway and mills had a complex ownership history, which is narrated by a series of articles in *Northwestern Lumberman*. The 28 January 1882 issue records that E. J. Copley was putting in a three-mile, 37-inch gauge line to the northwest of Round Lake, which would operate with a Shay locomotive. The 14 April 1882 edition notes that the railroad was hauling logs for both Cobbs & Mitchell and the O. S. Whitmore Company. On 22 July 1882, the line had reached Cedar Creek Township, in Wexford County, and was also being extended into Missaukee County. The 14 October 1882 issue says that Copley had



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sold his stake in the sawmill and his nearby timberland to Whitmore, but retained his interest in the railroad. Contradicting that statement, The Traverse Region declares that the mill was bought by Cobbs & Mitchell (see below). The 30 August 1884 *Northwestern Lumberman* mentions that the Round Lake Railroad had been sold to J. N. Hess; by that time, Copley was logging in Lake County.

The Traverse Region explains that “In 1881 the firm (Cobbs & Mitchell) bought of E. J. Copley Section 13, Township 22 north, Range 9 west (Haring Township), together with a saw-mill located on shore of Round Lake on Section 7, Township 22 north, Range 8 west (Lake Township of Missaukee County), and also purchased of Bradley Bros., of Milwaukee, Wis., parts of Sections 26, 34 and 36, Township 23 north, Range 9 west (Cedar Creek Township of Wexford County); contracting with said E. J. Copley for the logging and delivery of all timber on the Section 13 and [the] Bradley purchase into Round Lake.” Finished lumber from all the Round Lake mills, except the one owned by the Cummer Lumber Company, went out over the Missaukee Branch of the GR&I, which reached that area in 1882.

Michigan’s Logging Railroad Era, 1850-1963 reports that in 1884, the Cummer Lumber Company purchased O. S. Whitmore’s interest in a mill at Round Lake, plus Whitmore’s remaining uncut pinelands. History of the Lumber and Forest Industry of the Northwest mentions that the Cobbs & Mitchell mill at Round Lake closed 3 July 1887, when nearby timber was exhausted. The Round Lake Railroad does not appear in the list of Michigan logging railroads published in the 12 February 1887 *Northwestern Lumberman*.

### **Rutherford & Wilson Brothers Company Tram Road**

The 23 March 1878 *Northwestern Lumberman* reports that the Rutherford & Wilson Brothers Company of Cadillac was building a tram road using wooden rails. William Rutherford was a Muskegon lumberman. The tram was to be seven miles in length and was said to be three miles from Cadillac. It has not been located.

### **Ephraim Shay Railroads**

Ephraim Shay, inventor of a geared drive system for locomotives, had his first logging operation and sawmill at Haring, slightly more than three miles north of Cadillac. After several years there, he moved his mill to Boyne City. In May of 1882, that mill was sold to William

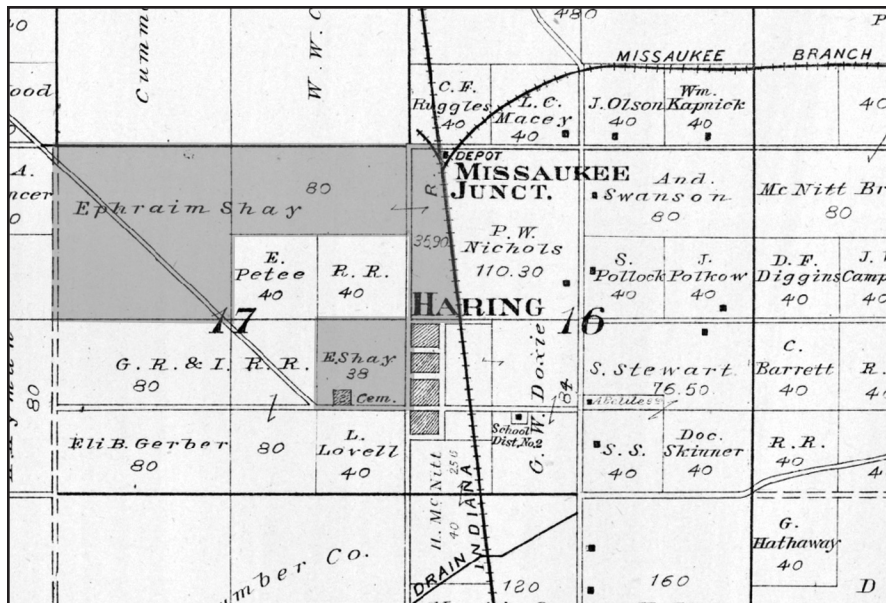
Addis. Subsequently, Shay reestablished his business at Harbor Springs in Emmet County, where he operated another mill and constructed the Harbor Springs Railway. See Chapter 18 for details about that operation.

Michigan’s Logging Railroad Era, 1850-1963 cites a 1933 publication by L. J. Hoffman as the source for information that Shay was logging in Wexford County’s Haring Township in 1873 by means of horse-drawn trams that operated over rails made from oak timber. The Shay Locomotive, Titan of the Timber narrates that Shay’s first primitive engine, operating on wooden tracks, appeared in 1877. Michigan’s Logging Railroad Era, 1850-1963 cites the 28 March 1878 *Cadillac Weekly News* as the source for a statement that Shay hoped someday to extend his railroad to Lake City. In that citation, the authors (Meek and Bajema) report that Shay’s railroad was known both as the Haring & Lake City Railroad and the Haring & Mud Lake Railroad. Mud Lake is in the northwest corner of Section 32, in Missaukee County’s Caldwell Township.

The 20 December 1879 *Railway World* describes the line as the Haring & Long Lake Railroad: “**Haring and Long Lake** — Engineers are now locating this road, and work is soon to begin. It is to run from Haring, Mich., on the Grand Rapids and Indiana Railroad [GR&I], east by north to the south end of Long Lake and thence north-east around the north side of Muskrat Lake and to Lake City in Missaukee county. It will be about 15 miles long, through a dense pine forest, and is built chiefly for the lumber business.”

There is good evidence that Shay’s pre-1877 tram road was located west of the village of Haring. Figure 35-20 is part of the 1889 Atlas of Wexford County. Land still owned by Shay has been shaded by the author. An article that appears in Volume 52, Number 9 of the *Official Publication of the Michigan Railroad Club, Incorporated* (issue #583), reveals that in the twentieth century, Delbert Edwards owned some of the land where Shay’s earliest grades were located. The 1914 Atlas of Wexford County indicates that the Edwards parcel comprised the west half of the southeast quarter of Section 17, in Haring Township.

Discussing the Shay railroad in 1878, View From The Courthouse Hill notes that it was built to 24-inch gauge, used a Crippin-built steam engine, and ran north from Shay’s sawmill. The book goes on to say: “Mssrs. Northan, Copley and Ruggles are now cutting on Section 9, in Haring, which is being put in over this road and will be sawed at the (Shay) mill.”



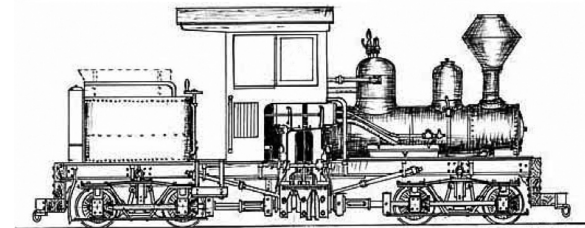
35-20 1889 Lands Owned by Ephraim Shay

It seems probable that the Shay railroad never got farther east than the region around the village of Mitchell (Jennings), in Caldwell Township of Missaukee County. The 1883 *Michigan Commission on Immigration* map of Michigan, part of which is reproduced in Figure 35-21, is consistent with that notion. This map was actually produced after the Shay railroad had been abandoned. There is also circumstantial evidence that Shay's railroad carried milled lumber from the Dewing & Son mill, in Caldwell Township of Missaukee County, to the GR&I at the village of Haring.

The GR&I commenced building its Missaukee Branch in 1882. When first constructed, its eastern terminal was the Mitchell Brothers mill at Jennings, a property recently purchased from Dewing & Son. With the standard gauge Missaukee Branch available at the mill, there would have been no reason for the narrow gauge Shay railroad to continue operating there. Logically, it seems reasonable that the Missaukee Branch would have reused at least some of Shay's right-of-way. Indeed, by 1882, Shay had already moved his sawmill to Boyne City.



35-21 1883 Route Map of the Shay Railroad





# Abbreviations

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A&N .....	Alpena & Northern Railroad	C&WM .....	Chicago & West Michigan Railroad
A&BR .....	Arcadia & Betsy River Railway	CL&N .....	Crapo Lake & Northwestern Railroad
A&BRT .....	Arcadia & Betsey River Train Railway	CS .....	Cold Springs Railroad
A&HL .....	Alpena & Hubbard Lake Railroad	D&C .....	Detroit & Charlevoix Railroad
AA .....	Ann Arbor Railroad	D&M .....	Detroit & Mackinac Railway
AEJ&F .....	Alba, East Jordan & Frederic Railroad	DBC&A .....	Detroit, Bay City & Alpena Railroad
AL .....	Alcona Logging Railroad	DC&E .....	Detroit, Charlevoix & Escanaba Rail Road
AS&NW .....	Au Sable & Northwestern Railroad	E&O .....	Evart & Osceola Railroad
B&D .....	Buckley & Douglas Railroad	EJ&S .....	East Jordan & Southern Railroad
B&SE .....	Boardman & Southeastern Railroad	F&C .....	Frederic & Charlevoix Railroad
BC&A .....	Bay City & Alpena Railroad	F&SE .....	Frankfort & Southeastern Railroad
BC&SE .....	Boyne City & Southeastern Railroad	F&PM .....	Flint & Pere Marquette Railway
BCG&A .....	Boyne City, Gaylord & Alpena Railroad	G&C .....	Grayling & Charlevoix Railroad
BF&NE .....	Boyne Falls & Northeastern Railroad	GL&MR .....	Grass Lake & Manistee River Railroad
BL&E .....	Bear Lake & Eastern Railroad	GPC .....	Guelph Patent Cask Company
BR .....	Black River Railroad	GR&I .....	Grand Rapids & Indiana Railway
BV&CL .....	Bay View & Crooked Lake Railroad	GRK&S .....	Grand Rapids, Kalkaska & Southeastern Railroad
C&M .....	Copley & Manistee Railroad	GTL&N ...	Grayling, Twin Lakes & Northeastern Railroad
C&MR .....	Crawford & Manistee River Railroad	H&HL .....	Harrisville & Hubbard Lake Railroad
C&PI .....	Cheboygan & Presque Isle Railroad	H&MR .....	Harrison & Muskegon River Railroad
C&S .....	Cummer & Son Railroad		

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HL&BC .....	Houghton Lake & Barker City Railroad	OL&W .....	Osceola, Lake & Wexford Railroad
HO&MR .....	Hobart & Manistee River Railroad	P&PMR .....	Paris & Pere Marquette River Railroad
HS .....	Harbor Springs Railway	PL .....	Portage Lake & Muskegon River Railroad
JL&S .....	Jackson, Lansing & Saginaw Railroad	PL&MR .....	Portage Lake & Manistee River Railroad
L&SE .....	Lewiston & Southeastern Railroad	PM .....	Pere Marquette Railroad
LC .....	Lake County Railroad	RR&E .....	Rapid River & Eastern Railroad
LG&MR .....	Lake George & Muskegon River Railroad	S&CC .....	Saginaw & Clare County Railroad
LL&MR .....	Long Lake & Muskegon River Railroad	SALC .....	South Arm Lumber Company
LT&T .....	Lake Thomas & Tittabawassee Railroad	SB .....	South Branch Railroad
M&GR .....	Manistee & Grand Rapids Railroad	SB&NW .....	Saginaw Bay & Northwestern Railroad
M&L .....	Manistee & Luther Railroad	SH&BF .....	Spring Harbor & Boyne Falls Railroad
M&NE .....	Manistee & Northeastern Railroad	SHHL&W .....	St. Helen, Houghton Lake & Western Railroad
M&NW .....	Mancelona & Northwestern Railroad	SHL&S .....	St. Helen's Lake & Southern Railroad
M&O .....	Mason & Oceana Railroad	T&BC .....	Tawas & Bay County Railroad
M&W .....	Marthinson & White Railroad	T&H .....	Tittabawassee & Hope Railroad
MC .....	Michigan Central Railroad	T&J .....	Tindle & Jackson
ML&CR .....	Muskrat Lake & Clam River Railroad	TAA&C .....	Toledo, Ann Arbor & Cadillac Railroad
MN .....	Michigan Northern Railroad	TAA&NM ..	Toledo, Ann Arbor & North Michigan Railway
MR .....	Manistee Railroad Company	TCP&OME .....	Traverse City, Peninsula & Old Mission Electric RR
MR&CC .....	Muskrat River & Cat Creek Railroad	WB .....	West Branch Railroad
MR&RL .....	Muskegon River & Rose Lake Railroad	WB&M .....	West Branch & Moorestown Railroad
NB&SR .....	North Branch & Sauble River Railroad	WL&W .....	Wilson, Luther & Wilson Lumber Company
NTC .....	Northern Transportation Company	YB .....	Yuill Brothers Logging Railroad
O&NM .....	Onaway & North Michigan Railway		

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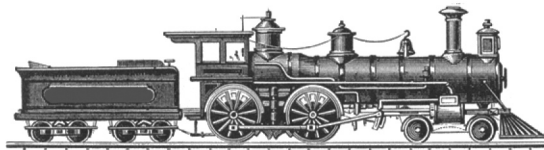
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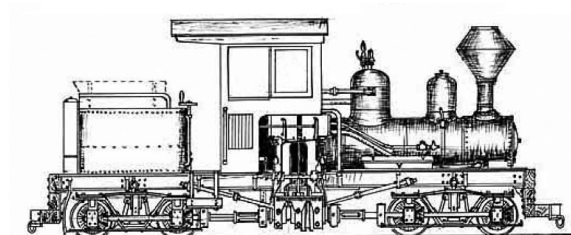
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# About the Author

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James S. (Jim) Hannum, M.D. was born in Michigan in 1944. He was raised in Milan, Michigan where his father was a physician and the local “railroad doc” for the Wabash Railroad. A favorite evening pastime for the family was going to the Dairy Queen and then watching the Wabash Cannonball speed through town. The Hannums had a cottage at Bay View, near Petoskey, and many summers were spent there. Jim can remember seeing some of the last passenger trains rolling through Bay View on the Pennsylvania Railroad, formerly the Grand Rapids & Indiana Railroad.

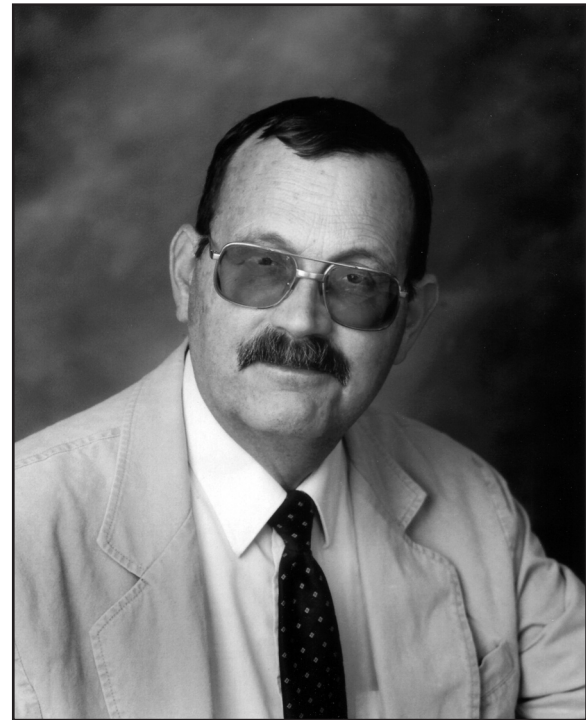
After college, Jim enrolled at the University of Michigan Medical School, in Ann Arbor. In 1967, he held a summer job as brakeman on the Ann Arbor Railroad, working out of Owosso. After becoming a physician, he spent two years in the US Public Health Service, assigned to the Federal Penitentiary at McNeil Island, Washington. Thereafter, he lived from 1973 to 1977 in Winston-Salem, North Carolina, becoming a specialist in ear, nose and throat surgery.

His career eventually took him to Kalamazoo, Michigan, where he practiced his specialty from 1987 to 1992. When an opportunity to return to the Pacific Northwest presented itself, Jim moved to Olympia, Washington, where he has resided since 1992.

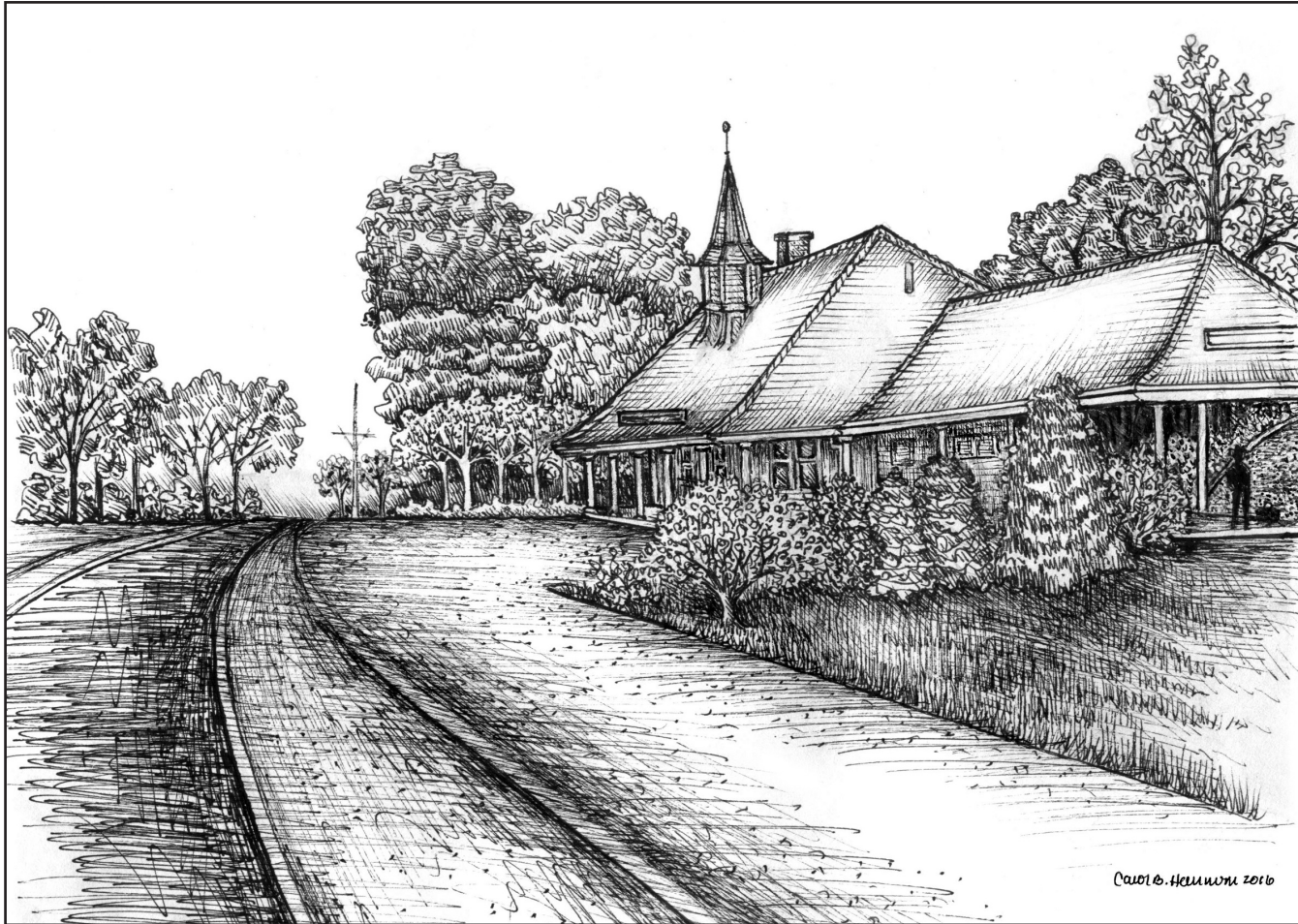
Western Washington has a rich logging history which was just getting started at about the time the logging industry was winding down in Michigan. At one time or another, Thurston County, where Olympia is located, was home to forty or more logging railroads. Jim developed an interest in mapping the location of those abandoned grades, and has published several books on that subject.

After retiring in 2007, he discovered that accurate maps showing Michigan’s long-gone logging railroads were scant in number. This book attempts to remedy some of that deficiency. After several years of research, including yearly trips to the Michigan State Archives and visits to numerous county courthouses, the resulting information has been brought together here.

Exchange of information and ideas is beneficial for all. The author can be contacted (in 2017) at <hannum.james@comcast.net>.







Grand Rapids & Indiana Railroad Station at Bay View, Michigan

